

### **III. Environmental Setting**

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## A. Overview of Environmental Setting

This section of the 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 at the time the Notice of Preparation was published (December 8, 2020). Detailed environmental setting information is provided in each of the environmental issue analyses found in Section IV, Environmental Impact Analysis, of this Draft EIR. In addition, Section II, Project Description, of this Draft EIR, provides additional information regarding existing conditions at the Project site.

### 1. Project Location and Environmental Setting

The Project site consists of property located at 12531–12553 W. Beatrice Street, 12565–12575 W. Beatrice Street, and 5410–5454 S. Jandy Place within the Palms–Mar Vista–Del Rey Community Plan (Community Plan) area of the City of Los Angeles (City). The Project site is located within a generally commercial office and industrial area and is bounded by office uses and surface parking immediately to the north, with State Route 90 (SR 90) located further north; office and surface and structure parking immediately to the east with Grosvenor Boulevard located further east; Beatrice Street to the south; and Jandy Place to the west. Across Beatrice Street to the south is a five-story apartment building; across Jandy Place to the west are converted warehouse structures used for office uses and surface parking. Further to the south of the Project site is Jefferson Boulevard, and across Jefferson Boulevard is the large mixed use office, retail and residential community of Playa Vista.

#### a. On-Site Conditions

The Project site is currently developed with a one-story (20-foot-tall), 23,072-square-foot office building and two single-story accessory buildings comprised of 5,044 square feet and 2,144 square feet at 12575 W. Beatrice Street, and a two-story, (26-foot-tall), 87,881-square-foot office building at 12541 W. Beatrice Street as well as surface parking. Vehicular and pedestrian access to the Project site is provided along Beatrice Street and along Jandy Place, with one driveway on Jandy Place and four driveways on Beatrice Street. The Project site contains limited to sparse landscaping in the form of trees, hedges, and shrubs. Specifically, there are approximately 61 trees on the Project site, including 51 Tipuana (*Tipuana tipu*) trees, eight Ficus species (*benjamina*, *retusa* and *rubiginosa*), and

two California sycamore (*Platanus racemosa*) trees, which are considered a protected species under City of Los Angeles ordinance.<sup>1,2</sup>

## b. Surrounding Uses

The Project site is located within a commercial office and industrial low- and medium-rise, mixed-use neighborhood. The area surrounding the Project site includes a variety of land uses, including office, light industrial, and manufacturing uses with some residential uses. Specifically, land uses surrounding the Project site include office uses immediately north, east, and west of the Project site with commercial and multi-family uses located south of the Project site (across Beatrice Street). Adjacent to the eastern side of the Project site are two-story commercial office/industrial buildings. Further east of the Project site, across Grosvenor Boulevard, are single-family residences filling the area from Hammack Street to W. Beatrice Street. A five-level parking structure is located adjacent to the Project site's northeastern side. The Centinela Creek Channel and State Route 90 are also located further north of the Project site. Further to the south of the Project site are mid- to high-rise commercial buildings along Jefferson Boulevard, and the mixed use office, retail and residential community of Playa Vista.

## 2. Land Use Plans

City land use plans applicable to the Project site include the following: the City of Los Angeles General Plan and Framework Element; the Mobility Plan 2035; the 2010 Bicycle Plan; the Palms-Mar Vista-Del Rey Community Plan; and the Citywide Design Guidelines. Regional plans that are applicable to the Project site include: the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy and the South Coast Air Quality Management District's Air Quality Management Plan.

The Project site has a Light Industrial land use designation. The Project site is zoned M2-1 (Light Industrial, Height District 1), which also permits M1 or MR2 uses; airport or aircraft landing field; automobile dismantling yard; cemetery; circus quarters; morgue; riding academy or stable; rifle range; curing, composting, and mulching facilities; and cargo

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<sup>1</sup> *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. In addition, protected status was expanded to include two species of native shrubs that include Mexican Elderberry and Toyon and excludes shrubs grown or held for sale by a licensed nursery.*

<sup>2</sup> *Arbor Essence. Tree Survey, September 15, 2020, updated May 2022. Refer to Appendix B of this Draft EIR.*

container storage yard. Height District 1 within the M2 Zone has no height limit but restricts the maximum Floor Area Ratio (FAR) to 1.5 to 1. The Project site is also located within the boundaries of the Los Angeles Coastal Transportation Corridor Specific Plan area as defined by City Zoning Information File (ZI) 1874.<sup>3</sup>

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<sup>3</sup> *The Coastal Transportation Corridor Specific Plan helps mitigate the cumulative impacts of development by requiring new development to contribute a fair share towards completing needed regional transportation improvements, in addition to completing required project specific mitigations. The Specific Plan assesses a one-time Transportation Impact Assessment fee on qualifying new development and identifies a comprehensive set of transportation improvements that are funded in part by the fee revenue.*

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#### **B. Related Projects**

Section 15130 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. As defined in Section 15355 of the CEQA Guidelines, cumulative impacts refer to two or more individual effects, which, when considered together, are considerable or which compound or increase other environmental impacts.

Section 15065(a)(3) of the CEQA Guidelines defines "cumulatively considerable" to mean 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 analyses supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

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) states that complying with one of the following two protocols is 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.

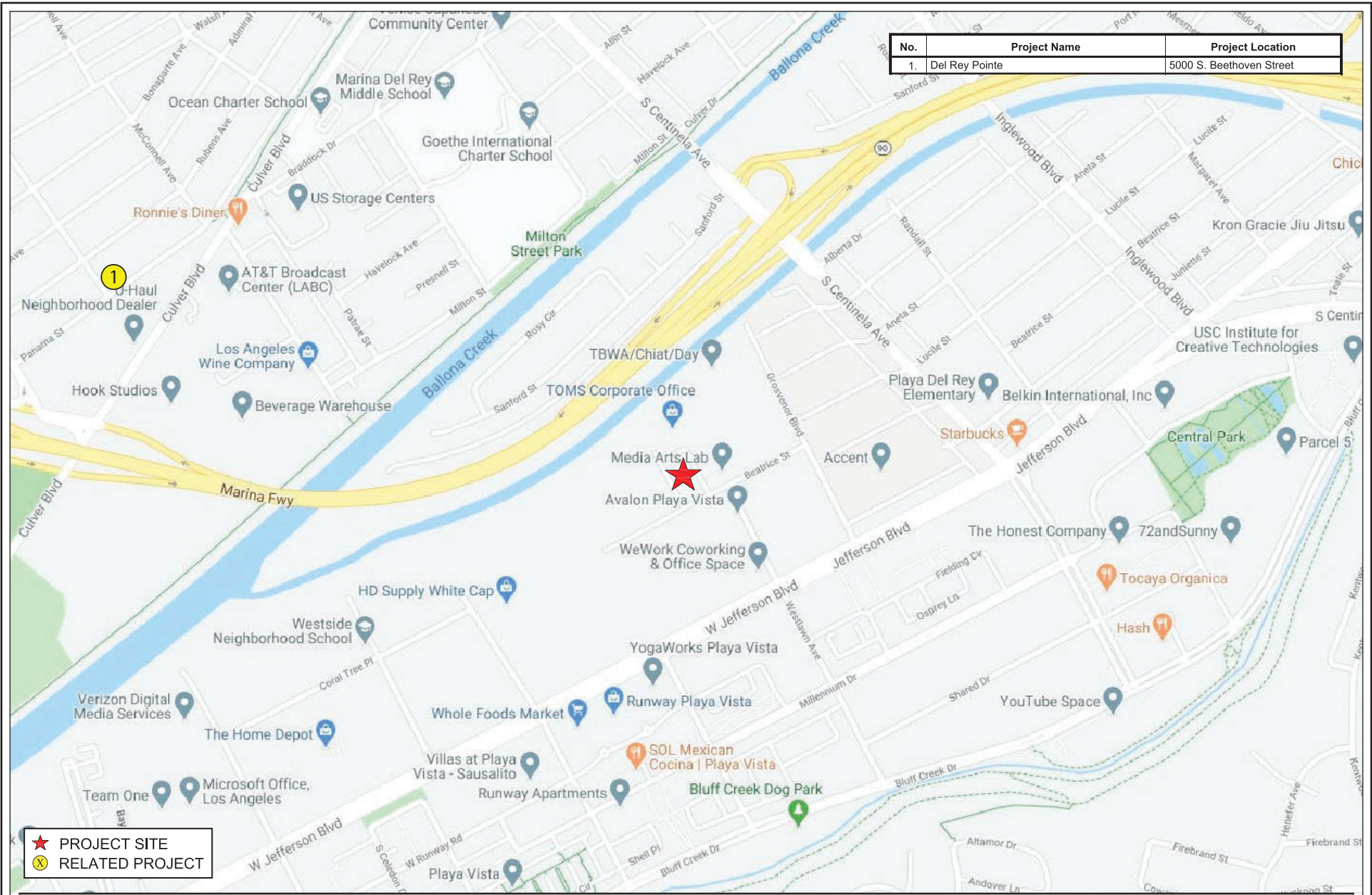
Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative schools impact may only affect the schools serving the 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 Draft EIR.

Due to the impact on traffic of the COVID-19 pandemic at the time the Project's transportation study was undertaken, the City of Los Angeles Department of Transportation (LADOT) directed that historical traffic count data from 2016 be used for the transportation analysis and appropriately modified to represent current (pre-pandemic) traffic conditions. Based on this direction, a list of five proposed development projects within 0.5 mile of the Project site that could affect conditions in the Project area (e.g., by adding traffic volumes and/or generating population increases) was prepared based on information obtained primarily from LADOT and the City of Los Angeles Department of City Planning. However, four of the five related projects, which were pending in 2016, have since been completed or terminated. As such, those four projects are no longer considered as related projects<sup>4</sup> and only one remaining potential related development project has been identified for inclusion in the cumulative impact analysis for this EIR. This remaining related project, known as Del Rey Pointe, is located at 5000 S. Beethoven Street and includes the development of 236 multi-family residential apartment units.<sup>5</sup> The location of the related project, the Del Rey Pointe project, is shown in Figure III-1 on page III-6. To provide a conservative forecast, the future transportation baseline forecast assumes that Related Project No. 1 would be fully built out by 2025.

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<sup>4</sup> *However, these four projects are conservatively included in the non-CEQA traffic analysis in order to account for their associated traffic.*

<sup>5</sup> *The Del Rey Pointe project was withdrawn on December 23, 2021, but is included in the cumulative impact analysis for this EIR as it was active at the time of the NOP.*



**Figure III-1**  
 Related Project Location Map

Source: Google Maps, 2020; Eyestone Environmental, 2021.