

III. ENVIRONMENTAL SETTING

1. Overview of Environmental Setting

CEQA Guidelines Section 15125 requires that an Environmental Impact Report (EIR) include a description of the existing physical environment. This chapter provides a general 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 information on existing conditions for each environmental topic is provided in Chapter IV, Environmental Impact Analysis, of this Draft EIR. This chapter also provides an overview of other potential reasonably foreseeable projects (i.e., related projects) in the vicinity of the Project Site that the City of Los Angeles (City) has determined could potentially result in cumulative impacts and are considered as part of the cumulative impacts analysis.

a) Project Location

The Project Site is comprised of six lots totaling approximately 57,374 square feet and includes the following addresses: 5401 – 5425 Wilshire Boulevard; 664 – 670 Cochran Avenue;¹ and 665 - 671 Cloverdale Avenue. The Site is generally bounded by Wilshire Boulevard to the south, Cloverdale Avenue to the east, multi-family residential uses to the north, and Cochran Avenue to the west. The Project Site has approximately 260 linear feet of frontage on Wilshire Boulevard, 220 linear feet of frontage on Cochran Avenue, and 227 feet of linear frontage on Cloverdale Avenue.

The Project Site is located within the Wilshire Community Plan area of the City of Los Angeles, approximately nine miles from the Pacific Ocean, and bears the land use designation Regional Commercial, which corresponds to the CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5 zones defined in the Los Angeles Municipal Code (LAMC). The Project Site is zoned [Q]C4-2-CDO and [Q]C2-1-CDO. The Project Site is also located in the Miracle Mile Community Design Overlay (CDO). The Miracle Mile is a one-mile commercial corridor fronting Wilshire Boulevard, which extends from Sycamore Avenue to Fairfax Avenue. The Miracle Mile area reflects the commercial expansion in Los Angeles during the 1920s and 1930s attributable to the emergence of the automobile, which led to the creation of a unique urban commercial center outside of Downtown Los Angeles. The commercial buildings constructed during this time along this section of Wilshire Boulevard are generally representative of the Art Deco and Streamline Moderne architectural styles.

¹ The existing Project Site addresses on Cochran Avenue are 664 – 670 Cochran Avenue. As part of the Project, the Applicant intends to file for addresses up to 690 Cochran Avenue.

b) On-Site Conditions

The Project Site is currently developed with two commercial buildings (formerly occupied by Staples and Wilshire Beauty Supply), totaling approximately 38,545 square feet, and associated surface parking. There are 11 existing trees on the Project Site, although none are protected under the City's Protected Tree Ordinance.² There are currently no street trees along the Project Site frontage on Wilshire Boulevard, Cochran Avenue, or Cloverdale Avenue. The Project Site is within the boundaries of the Miracle Mile Historic District, and the existing building at 5401 Wilshire Boulevard is a contributor to this District, but is not individually designated.

c) Surrounding Land Uses

The surrounding neighborhood is improved with a variety of office, retail, restaurant, and residential uses. The area adjacent to the Project Site to the north is zoned [Q]C2-2-CDO and is improved with two-story multi-family residential buildings, which are part of the Ridgeley Drive-Detroit Street Multi-Family Residential Historic District (identified through SurveyLA in 2015). Properties adjacent to the Project Site to the west, east, and south are zoned [Q]C4-2-CDO. To the west, across Cochran Avenue, is a 24-story commercial building. The property to the east, across Cloverdale Avenue, is improved with a two-story commercial building and the property to the south, across Wilshire Boulevard, is improved with a ten-story commercial building.

d) Surrounding Transit

The Project Site is located approximately 625 feet west of the intersection of Wilshire Boulevard and La Brea Avenue, an intersection that is served by several Metro Rapid and Metro Local Bus lines. The Metro Rapid Bus Line 720 runs east-west along Wilshire Boulevard between Santa Monica and East Los Angeles, providing access to destinations such as Downtown Los Angeles and Westwood along the route. Metro Local Bus Line 20 runs along the same route between Santa Monica and East Los Angeles. Under Metro's NextGen Plan, lines 20 and 720 have been merged, providing service between Santa Monica and Downtown Los Angeles. Both the Metro 720 and 20 Bus Lines, along with local Los Angeles Department of Transportation (LADOT) DASH service, stop in front of the Project Site at the intersection of Wilshire Boulevard and Cloverdale Avenue. During peak hours, Wilshire Boulevard has 7.7 miles of dedicated bus-only lanes and the Rapid 720 offers all-door boarding to reduce delay times and provide a more efficient and reliable transit option. Additionally, the Antelope Valley Transit (AVTA) Line 786, provides access to destinations along Wilshire Boulevard.³

Metro Local Bus Line 212 travels north-south on La Brea Avenue between Hawthorne and Hollywood, where it connects to the Metro B Line (Red Line). During peak hours, the Metro Bus

² Tree Report, prepared by Carlberg Associates, October 17, 2021, included as Appendix B of the Initial Study (which is included as Appendix A-1 of this Draft EIR),

³ AVTA Line 786 provides bus service from Palmdale Transportation Center to the V.A. Medical Center in West Los Angeles,

Line 312 operates on the same route but with limited stops between Obama Boulevard and Sunset Boulevard, providing faster and more reliable transit service. Under Metro's Next Gen Plan, lines 212 and 312 have been merged.

Additionally, LADOT operates the Fairfax DASH bus route, which stops in front of the Project Site. This route connects the Project to local destinations such as Cedars-Sinai Medical Center, the Beverly Center, the Grove, LACMA, and West Hollywood.

In addition to the bus lines described above, Metro's D Line Extension project, which is currently under construction, will include a heavy rail station at the intersection of Wilshire Boulevard and La Brea Avenue, approximately 625 feet from the Project Site. Currently, the D Line travels between Union Station and the Wilshire/Western Station in Koreatown. The westward extension will extend the D Line to run between Union Station and the VA Medical Center in Westwood, a trip that is expected to take approximately 25 minutes.⁴ The proposed Wilshire/La Brea station is scheduled to open in 2025. The Project is aiming for full completion by 2027.

e) Land Use Plans and Zoning

As stated in Section II, Project Description, the Project Site is located in the Wilshire Community Plan area, one of the City's 35 community plans that collectively comprise the Land Use Element of the Los Angeles General Plan (General Plan). The Project Site has a General Plan land use designation of Regional Commercial and is zoned [Q]C4-2-CDO and [Q]C2-1-CDO, which allows for multi-family residential, commercial, and parking uses. The Project Site is also located in the Miracle Mile CDO. The Miracle Mile is a one-mile commercial corridor fronting Wilshire Boulevard, which extends from Sycamore Avenue to Fairfax Avenue. The Miracle Mile area reflects the commercial expansion in Los Angeles during the 1920s and 1930s attributable to the emergence of the automobile, which led to the creation of a unique urban commercial center outside of Downtown Los Angeles. The commercial buildings constructed during this time along this section of Wilshire Boulevard are generally representative of the Art Deco and Streamline Moderne architectural styles.

2. Related Projects

Sections 15126 and 15130 of the State CEQA Guidelines require that EIRs consider the significant environmental effects of a proposed project as well as "cumulative impacts." "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (CEQA Guidelines Section 15130 (b)(1)(A)).

⁴ <https://www.metro.net/projects/westside/>

Either of the following is necessary to conduct an adequate analysis of cumulative impacts:

- 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
- 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.

All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project are included in the EIR. For an analysis of the cumulative impacts associated with these related projects in combination with the Project, cumulative impact discussions are provided under each individual environmental impact category in Section IV, Environmental Impact Analysis, of this EIR.

The related projects list consists of 14 projects provided by LADOT and the Department of City Planning (see Table III-1). Since this list was compiled, it is possible that some of the listed projects may have been completed, reduced in scope, or withdrawn. The locations of the related projects are shown in Figure III-1, below.

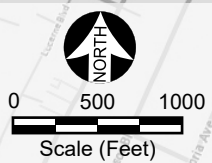
However, a Sustainable Communities Environmental Impact Report (SCEIR) may be prepared for a project that: (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see Public Resources Code Section 21155(a) and (b) is a “transit priority project” (as defined in Public Resources Code Section 21155(b)). As discussed in the Initial Study and in Section I, Executive Summary, of this Draft EIR, the Project meets these criteria. Therefore, pursuant to Public Resources Code Section 21159.28, the Project is not required to analyze cumulative impacts from cars and light trucks on global warming or the regional transportation network.

**Table III-1
Related Projects List**

No.	Description	Size	Units	Address
1	Apartments (High Rise)	285	units	5757 W. Wilshire Boulevard
2	LACMA Renovations	750	visitors	5905 W. Wilshire Boulevard
3	Apartments Retail	67 2,400	units sf	1180 S. La Brea Avenue
4	Apartments Retail Restaurant Supermarket	380 77,550 18,432 64,198	units sf sf sf	6300 W. 3rd Street
5	Academy Museum of Motion Pictures Visitors Employees Retail Restaurant	5,000 135 5,000 4,000	persons persons sf sf	6067 W. Wilshire Boulevard
6	Surgical Hospital	46,026	sf	6000 W. San Vicente Boulevard
7	Apartments Retail	181 2,653	units sf	800 S. Fairfax Avenue
8	Apartments Retail	243 10,900	units sf	5001 W. Wilshire Boulevard
9	Apartments	175	units	5500 W. Wilshire Boulevard
10	Market-Rate Apartments Affordable Apartments Retail Restaurants	146 14 10,000 10,000	units units sf sf	627 - 667 S. La Brea Avenue
11	Apartments Retail	60 5,350	units sf	5863 W. 3rd Street
12	Apartments Retail	138 12,550	units sf	5100 W. Wilshire Boulevard
13	Apartments Single-Family Residential Office	65 16 62,152	units units sf	4680 W. Wilshire Boulevard
14	Restaurant Office Multi-Family Residential	36,737 8,000 419	sf sf units	708 S. Cloverdale Avenue

sf = square feet

Source: Los Angeles Department of Transportation and Los Angeles Department of City Planning.



Legend

- # Related Project Location
- ▭ Project Site

Figure III-1
Related Projects Location Map