

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. Specific environmental setting information related to the individual environmental topics evaluated in this Draft EIR 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, includes additional information regarding existing conditions at the Project Site.

1. Project Location and Environmental Setting

The Project Site is located at 110, 114, and 130 W. College Street, 117 and 119 W. Bruno Street, and 945, 949, 953, 955, 959, 963, and 973 N. Main Street within the City's Central City North Community Plan area. The Project Site is bounded by West College Street to the north, North Main Street to the east, Bruno Street to the south, and North Alameda Street to the west.

Local access to the Project Site is provided by West College Street located north of the Project Site, North Main Street located east of the Project Site, and North Alameda Street located west of the Project Site. Regional access to the Project Site is provided by SR-110, US-101, and I-5, which are within approximately one mile of the Project Site.

The Project Site is served by a variety of public transit options, including a number of local and regional bus lines serviced by Metro and LADOT that provide connections to light rail stations in the Project area. In particular, the Project Site is directly across North Alameda Street from the Metro A Line Chinatown Station, with access on the northwestern and southeastern corners of the intersection of College Street and North Alameda Street/Spring Street. The Project Site is also located adjacent to stops for Metro Lines 70 and 76; DASH Lincoln Heights/Chinatown route and Downtown Routes A, B, D, and E; and Santa Clarita Transit Lines 794 and 799. The Project Site is also located less than 0.5 miles north of Union Station along North Alameda Street, which is a hub for all major public transit lines in the region.

a. On-Site Conditions

The Project Site is currently developed with a surface asphalt parking lot used for bus storage. There are no buildings or landscaping within the Project Site, but there is a billboard, lighting, shipping container, six electric bus chargers, and fencing. The Project Site is relatively flat. There are no trees on the Project Site. There are two street trees adjacent to the Project Site, both of which are located along North Alameda Street. The two street trees consist of non-native species and neither street tree is “significant” or considered a protected tree as defined by the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186,873).^{1,2}

b. Surrounding Uses

The area surrounding the Project Site is urbanized and includes a mix of low- to mid-rise buildings containing a variety of industrial, commercial, and residential uses. The surrounding properties are generally zoned C2, which is consistent with the zoning of the Project Site. The area directly north of the Project Site, across West College Street, includes several parcels zoned as (T)(Q)C2-2-UC(CA) and UC(CA) that are developed with a surface parking lot with proposals for future mixed-use development and an existing low-rise industrial building, respectively. The area to the east of the Project Site, across North Main Street, are additional properties zoned as UC(CA) that include existing industrial buildings and a multi-level self-storage facility. The area to the west of the Project Site, across North Alameda Street, is zoned as C2-2 and comprised of the Metro Light Rail Overpass, which includes the Metro A Line Chinatown Station, along with office and residential developments. The area to the south of the Project Site is zoned as [Q]C2-2-RIO, and includes additional industrial buildings and another surface level parking lot. Additionally, Granite Block Paving, City Historic Cultural Monument (HCM) #211, is located on Bruno Street adjacent to the Project Site.³

¹ Dudek, 130 West College Street Project, City of Los Angeles, California 90012—City of Los Angeles Tree Inventory Report, January 2023. See Appendix IS-1 of the Initial Study included as Appendix A of this Draft EIR.

² Pursuant to City Ordinance No. 186,873 and as defined in LAMC Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub: oak tree, Southern California black walnut tree, western sycamore tree, California bay tree, Mexican elderberry shrub, and toyon shrub.

³ The historical road segment, known as the Granite Paving Block (HCM No. 211), was originally designated as an HCM on March 7, 1979. The designation recognizes the significance as a rare example of hand-hewn granite block paving dating from the early 1900s in Los Angeles.

2. Land Use Plans

City land use plans applicable to the Project Site include the following: the City of Los Angeles General Plan, including the Framework Element and Mobility Plan; the Central City North Community Plan⁴; and the Citywide Urban Design Guidelines. Regional plans that are applicable to the Project Site include the Southern California Association of Governments' (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) and 2024-2050 RTP/SCS, and the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP).

As noted above, the Project Site is located within the Central City North Community Plan area. The Project Site is designated as Regional Commercial and is zoned as [Q]C2-2-RIO and [T][Q]C2-2-RIO (Qualified Classification, Commercial Zone, Height District 2, River Improvement Overlay District; and Tentative Zone Classification, Qualified Classification, Commercial Zone, Height District 2, River Improvement Overlay District, respectively). The Project Site is also identified by the City in the Zoning Information and Map Access System (ZIMAS) as being in a Transit Priority Area (TPA) as defined by Senate Bill (SB) 743 and the City Zoning Information File (ZI) No. 2452.⁵ Refer to Section II, Project Description, of this Draft EIR, for a detailed description of existing Project Site zoning.

⁴ The Project Site is located with the Downtown Community Plan (DTLA 2040) which became effective on January 27, 2025. Since the application for this Project was filed before DTLA 2040 became effective, the provisions of DTLA 2040 do not apply to this Project. As such, the Central City North Community Plan is still the operative land use document for the Project Site, and therefore, DTLA 2040 is not applicable to the Project or Project Site.

⁵ SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, PRC Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a TPA shall not be considered significant impacts on the environment." TPAs are areas within 0.5 miles of a major transit stop that are existing or planned. The Project is an employment center project on an infill site within a TPA. Thus, in accordance with SB 743 and the City's ZI No. 2452, the Project's aesthetic and parking impacts are not considered significant as a matter of law.

III. Environmental Setting

B. Related Projects

California Environmental Quality Act (CEQA) Guidelines Section 15130 requires that an Environmental Impact Report (EIR) consider the environmental effects of a proposed project individually, as well as cumulatively. Cumulative impacts are defined in Section 15355 of the CEQA Guidelines as “an impact which is created as a result of the combination of a project evaluated in the EIR together with other projects causing related impacts.”

As set forth in CEQA Guidelines Section 15130, the determination of cumulative impacts is generally a two-step process. The first step is to determine whether or not the combined effects from the proposed project and related projects, as identified below, would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the proposed project’s incremental effects are cumulatively considerable. CEQA Guidelines Section 15065(a)(3) 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 would 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 land use impact generally may only affect the compatibility of uses within the immediate vicinity of 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.

A list of development projects in the area of the Project that could affect conditions in the Project area (e.g., by generating construction noise and/or generating population increases) was prepared based on information obtained primarily from LADOT and the Department of City Planning. A total of 21 potential related projects have been identified for inclusion in the cumulative impact analysis provided in this Draft EIR. 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 comprise a variety of uses, including, but not limited to, apartments, condominiums, restaurants, hotels, office, industrial, and retail uses, as well as mixed-use developments incorporating some or all of these elements.

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 proposed. The locations of Related Project Nos. 1 through 21 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 2028 (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 Related Project Nos. 1 through 21 are fully built out by 2028.

The City recently updated the Central City North Community Plan as part of the DTLA 2040 Plan. The purpose of the DTLA 2040 Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth.⁶ Downtown is home to a diverse range of uses, industries, and distinct neighborhoods that sit at the center of an expanding regional transportation network. According to projections in the DTLA 2040 Plan, an additional estimated 125,000 people, 70,000 housing units, and 55,000 jobs will be added to the Downtown area by the year 2040.⁷ In partnership with the Downtown community, the Department of City Planning incorporated growth trends into the DTLA 2040 Plan and other Downtown policies, plans, and programs. As such, the DTLA 2040 Plan includes development options, densities, and intensities to bring the 2000 Central City North Community Plan up-to-date as a planning tool. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast as the Project is anticipated to be completed in 2028, before the Community Plan Update's horizon year of 2040. Moreover, the Project's projected buildout and occupancy years are generally similar to those of many related projects identified in Table III-1 on page III-7. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

⁶ City of Los Angeles, *Downtown Los Angeles Community Plan Update*, <https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update>, accessed April 29, 2024.

⁷ City of Los Angeles, *Downtown Los Angeles Community Plan Update*, <https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update>, accessed April 29, 2024.

**Table III-1
Related Projects^a**

No.	Project Name and Project Address	Description	Size
1.	1101 North Main Condos 1101 N. Main St.	Condominiums	318 du
2.	Mixed-Use 511 N. Grand Ave.	Apartments	299 du
		Retail	8,000 sf
3.	Hill Mixed-Use Project 708 N. Hill St.	Apartments	162 du
		Retail	5,000 sf
4.	Alpine Mixed-Use 211 W. Alpine St.	Apartments	170 du
		Retail	2,499 sf
5.	College Station Mixed-Use 129 W. College St., 924 N. Spring St.	Apartments	725 du
		Commercial	51,600 sf
6.	1201 North Broadway Mixed-Use 1201 N. Broadway	Apartments	118 du
		Office/Commercial	8,800 sf
7.	708 S. New Depot Street Residential 708 S. New Depot St.	Apartments	33 du
8.	643–655 North Spring Street 643–655 N. Spring St.	Apartments	294 du
		Hotel	149 rm
		Commercial	10,664 sf
9.	Data Center 900 N. Alameda St.	Data Center	179,900 sf
10.	942 Broadway 942 N. Broadway	Residential (9 Affordable)	178 du
		Restaurant and Office Space	35,805 sf
11.	843 North Spring Street Mixed-Use 843 N. Spring St.	Office and Restaurant Space	100,517 sf
12.	Mixed-Use 1457 N. Main St.	Apartments	376 du
		Retail	6,448 sf
13.	Stadium Way and Chavez Ravine Apartments 959 E. Stadium Wy.	Apartments	151 du
14.	Pagoda Hotel 995 N. Broadway	Hotel	111,751 sf
		Restaurant	6,211 sf
15.	1011 North Broadway 1011 N. Broadway	Hotel	114 rm
		Restaurant/Retail	2,700 sf
16.	1600 N. Naud Main + Naud Office & Retail/Restaurant 1635 N. Main St.	Office	147,601 sf
17.	TRJLA 717 N. Hill St.	Apartments (39 Affordable)	411 du
		Retail	17,140 sf
18.	Buena Vista Project 1030 N. Broadway	Apartments	986 du
		Retail	15,000 sf
		Restaurant	23,800 sf
19.	950 Stadium Way Residential 950 E. Stadium Wy.	Apartments	267 du

Table III-1 (Continued)
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No.	Project Name and Project Address	Description	Size
20.	Los Angeles State Historic Park Pedestrian Bridge	A pedestrian bridge connection is proposed to provide access to the Los Angeles State Historic Park from Broadway. Current access to the Los Angeles State Historic Park is only available along Spring Street. There is currently no dedicated funding or design for the future pedestrian bridge connection.	
21.	Los Angeles Aerial Rapid Transit (LA ART) ^b	An aerial rapid gondola transit system is proposed to provide daily transit service to connect communities of El Pueblo, Mission Junction, Solano Canyon, and William Meade Homes. The station and junction locations include Alameda Station, Alameda Tower, Alpine Tower, Chinatown/State Park Station, Broadway Junction, Stadium Tower, and Dodger Stadium Station.	
<i>du = dwelling units</i> <i>rm = rooms</i> <i>sf = square feet</i> ^a Related project information for development projects is provided by LADOT and Department of City Planning or accessed from http://planning.lacity.org based on cases filed since February 2024. ^b Draft Environmental Impact Report for the Los Angeles Aerial Rapid Transit Project, Los Angeles, California (AECOM, October 2022). Source: Gibson Transportation Consulting, Inc. and the Department of City Planning, 2024.			

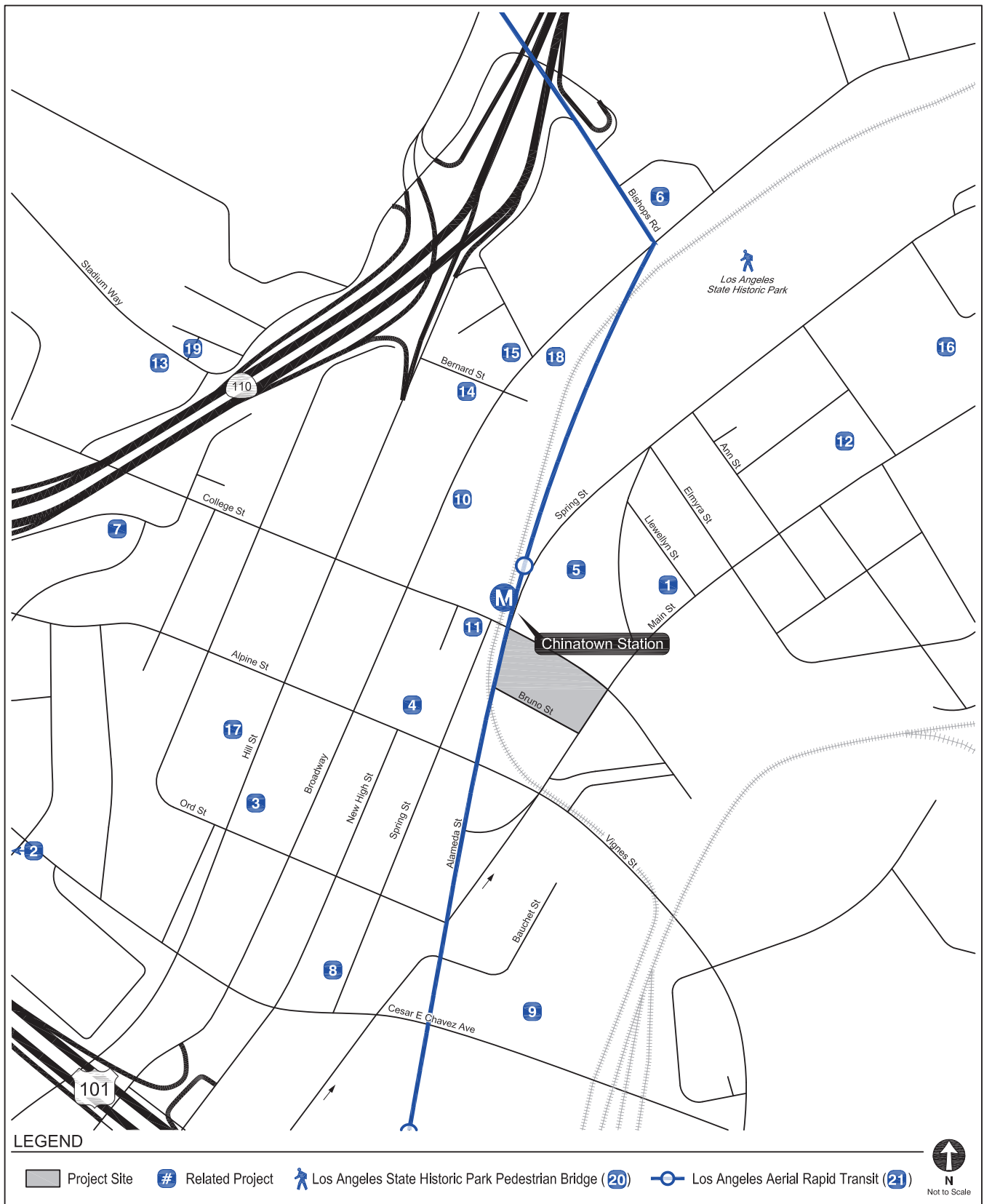


Figure III-1
Related Projects Location Map