

II. Project Description

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1. Introduction

The Wilshire and Cloverdale Project (Project) would construct a 46-story tower with 419 residential units, including 47 units for Extremely Low-Income households, and 2,645 square feet of ground floor restaurant uses. The Project would retain four existing buildings designated as contributors to the Miracle Mile Historic District, containing 42,092 square feet of commercial uses and including Los Angeles Historic-Cultural Monument (HCM) No. 451; and remove existing surface parking and 6,137 square feet of rear additions to these buildings. At completion, the Project would result in a total floor area of 420,201 square feet, on an approximately 1.4-acre site.

2. Environmental Setting

a. Project Location

The Project Site is located at 5350–5376 Wilshire Boulevard, 706–716 Cloverdale Avenue, and 721–725 Detroit Street within the Wilshire Community Plan area. As shown in Figure II-1 on page II-2, the Project Site is bounded by Wilshire Boulevard to the north, residential buildings and surface parking to the south, Detroit Street the east, and Cloverdale Avenue to the west.

Primary regional access to the Project Site is provided by Interstate-10 (I-10) Freeway, which is located approximately two miles south of the Project Site. Local access to the Project Site is provided by several major streets, including Wilshire Boulevard located immediately north of the Project Site, La Brea Avenue located approximately 0.1 miles east of the Project Site, and Olympic Boulevard located 0.3 miles south of the Project Site. The Project is served by two public transit agencies, including local and regional bus lines operated by Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT). Additionally, the new Metro D Line Wilshire/La Brea Station, located directly across Detroit Street from the Project Site, just completed construction and opened for operation in May 2026, with later phases of the line's extension opening in 2027.

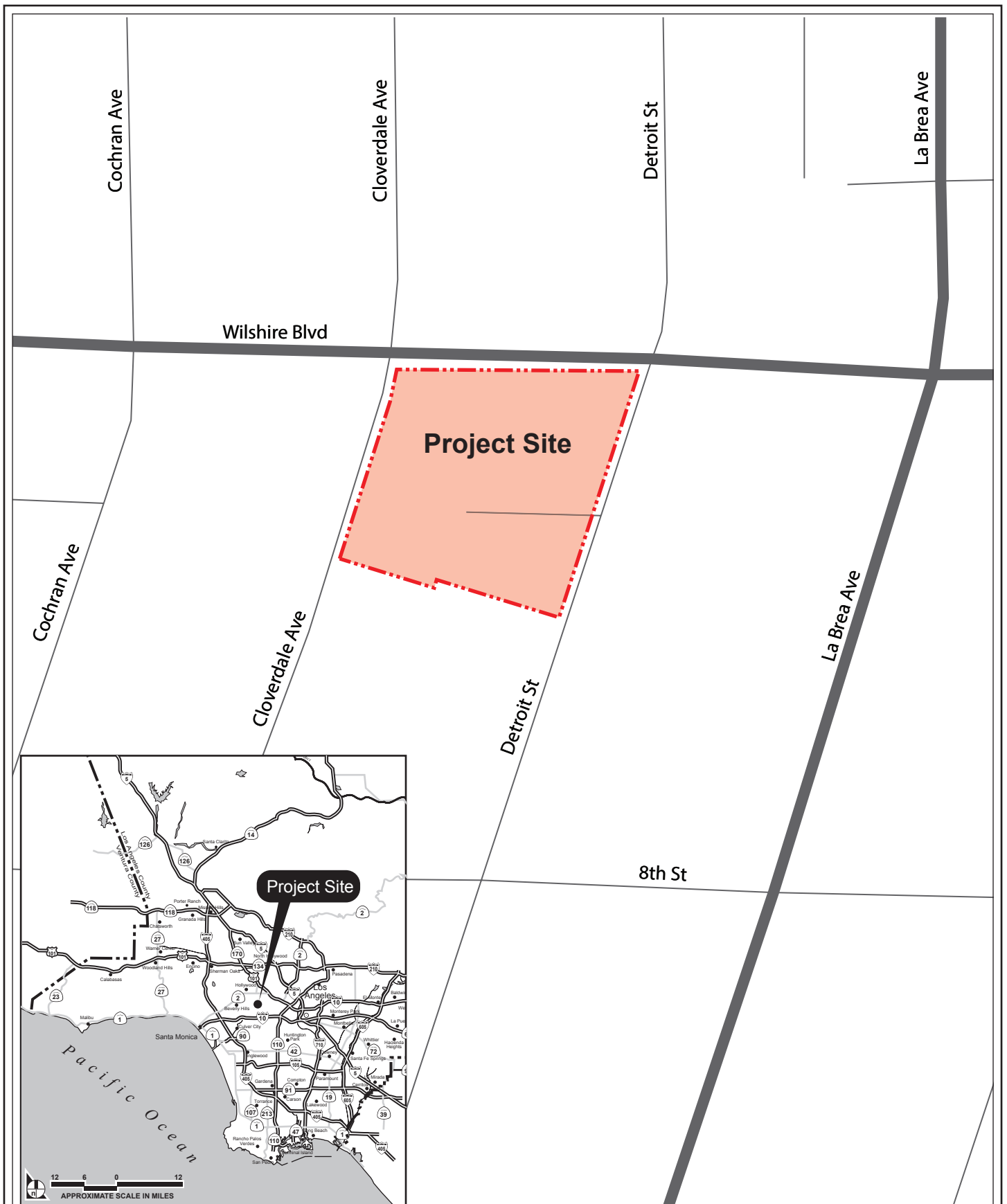


Figure II-1
Project Location Map

b. Existing Conditions

(1) Existing Project Site Conditions

Under existing conditions, the Project Site consists of seven contiguous lots encompassing a total of 56,366 square feet of lot area (1.29 acres).¹ As shown in Figure II-2 on II-4, the Project Site is currently developed with four commercial buildings and surface parking. The existing buildings range from one to two stories and include approximately 48,229 square feet of commercial uses. Vehicular access to the Project Site is currently provided via two driveways on Cloverdale Avenue and a dead end 20-foot alley that runs from Detroit Street and terminates in the middle of the Project Site; the Project proposes to incorporate the alley into the Project Site. Pedestrian access to the Project Site is located along Wilshire Boulevard, Detroit Street, and Cloverdale Avenue.

The Project Site is relatively flat with limited ornamental landscaping. Existing landscaping within the Project Site includes a total of 18 trees on the Project Site including *Washingtonia robusta* (Mexican fan palm) and *Pittosporum undulatum* (Victorian box) trees; and nine street trees, including two *Afrocarpus gracilior* (Fern pine) trees, two *Syagrus romanzoffiana* (Queen palm) trees, one *Platanus x acerifolia* (London planetree) tree, one *Agonis flexuosa* (Peppermint willow) tree, and three *Ficus nitida* (Ficus) trees.² There is also one empty tree well within the public right-of-way on Cloverdale Avenue and one empty tree well within the public right-of-way on Detroit Street. None of the trees within the Project Site or within the public right-of-way are considered protected species by the City.³

¹ The Project proposes to vacate and merge a 2,802 square foot adjacent alley which would create 59,168 square feet of lot area (1.36 acres).

² Tree Case Management, Inc., Tree Survey Report, October 6, 2022. See Appendix IS-1 of Appendix A of this Draft EIR.

³ Pursuant to the 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 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure 4 inches or more in cumulative diameter, 4.5 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. This definition does not include any tree or shrub grown or held for sale by a licensed nursery, or trees planted or grown as part of a tree planting program.

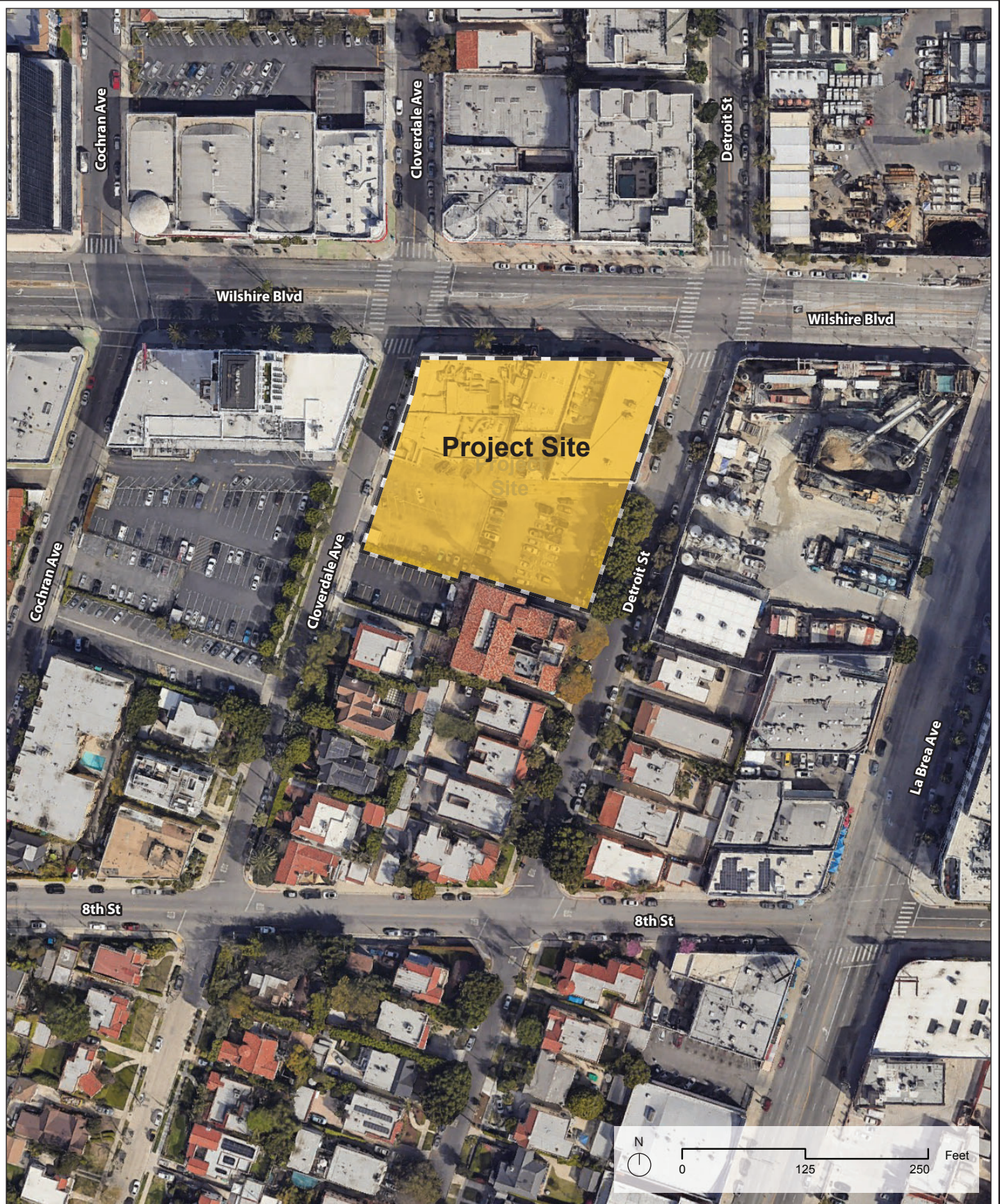


Figure II-2
Aerial Photograph of the Project Vicinity

(2) Land Use and Zoning Designations

The Project Site is located within the Wilshire Community Plan area.⁴ Table II-1 on page II-6 shows the existing lot areas broken down by zoning designation prior to the proposed vacation and merger of the alley into the Project Site. The northern portion of the Project Site, comprised of 34,817 square feet of existing lot area, is zoned [Q]C4-2-CDO (Qualified Condition, Commercial Zone, Height District 2, Community Design Overlay District). The southern portion of the Project Site, comprised of 14,847 square feet of existing lot area, is zoned [Q]C2-1-CDO (Qualified Condition, Commercial Zone, Height District 1, Community Design Overlay District). The southeastern corner of the Project Site, a single lot at 725 Detroit Street comprising 6,702 square feet of existing lot area, is zoned [Q]R4-1 (Qualified Condition, Residential Zone, Height District 1). The commercially-zoned parcels are designated for Regional Commercial land uses, and the residentially-zoned parcel is designated for High Medium Residential land uses.

Pursuant to the Los Angeles Municipal Code (LAMC), the C4 Zone permits a wide array of land uses, including commercial, office, residential, retail, and hotel uses. Height District 2, in conjunction with the C4 zone, does not impose any height limit but limits maximum FAR to 6:1. The C2 Zone also permits a wide array of commercial and residential uses. Height District 1, in conjunction with the C2 Zone, also does not impose a height limit but limits maximum FAR to 1.5:1. The R4 Zone permits churches, schools, childcare, apartment homes, and single-family dwellings. Height District 1, in conjunction with the R4 Zone, does not impose any height limit but limits maximum FAR to 3:1. Pursuant to LAMC Section 12.22 A.18, the C4- and C2-zoned portions of the Project Site permit a residential density of one dwelling unit per 200 square feet of lot area for a mixed-use development. Additionally, the Qualified “Q” Conditions pursuant to Ordinance No. 176,332 provide limitations pertaining to setbacks, primary ground floor entrances, vehicular points of access and driveways, transparency and materials for building facades, parking, and signage for the C4- and C2-zoned portions of the Project Site. The “Q” conditions further limit the allowable uses on the C2 zoned parcel to parking and residential development up to an R4 Zone density (400 square feet of lot area per dwelling unit). In addition, the “Q” condition pursuant to Ordinance No. 165,331 for the R4-zoned portion of the Project Site limits market-rate residential projects to an R3 Zone density (800 square feet of lot area per unit).

The “CDO” designation indicates that the majority of the Project Site (all except the R4-zoned lot at 725 Detroit Street) is located within the boundaries of the Miracle Mile CDO, which provides guidance and direction in the design of new buildings and exterior rehabilitation of existing buildings and storefronts in order to improve the appearance, enhance the identity, and promote the pedestrian environment of the district. The CDO also

⁴ The City is currently in the process of updating the Wilshire Community Plan.

provides

guidelines

**Table II-1
Project Site Zoning Square Footage Allocations**

Zone Designation	Existing Lot Areas without Alley Merger
[Q]C4-2-CDO	34,817 sf
[Q]C2-1-CDO	14,847 sf
[Q]R4-1	6,702 sf
Total Existing Lot Area	56,366 sf
sf = square feet Source: Eyestone Environmental, 2026.	

and standards for elements such as site planning, architectural treatment, roof lines, building articulation, parking, entry treatment, ground floor lighting, and landscaping.

The Project Site is located in a Transit Priority Area (TPA), as defined by the Senate Bill (SB) 743 and City Zoning Information File (ZI) 2452.⁵ Additionally, Assembly Bill 2097, effective January 1, 2023, prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 0.5 miles of a major transit stop as defined by Public Resources Code Section 21155. The Project Site is well-served by a variety of public transit options along Wilshire Boulevard provided by Metro and LADOT. In particular, the Project Site is located adjacent to the Metro D Line Wilshire/La Brea Station that opened in May 2026. Thus, in accordance with SB 743 and the City's Zoning Information (ZI) No. 2452, the Project's aesthetic and parking impacts are not considered significant as a matter of law. In addition, a portion of the Project Site is identified as being located within a Metro right-of-way (ROW) Project Area due to the proximity to the subway line. As described by ZI No. 1117, adopted by City Council on May 20, 2018, and as revised on December 19, 2019, prior to the issuance of any building permit, Metro must review applicable projects within 100 feet of Metro-owned Rail or Bus Rapid Transit right-of-way to ensure safe access to, and operations of, transportation services and facilities.

⁵ SB 743 established new rules for evaluating aesthetic and parking impacts under CEQA for certain types of projects. Specifically, Public Resources Code Section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." Employment center projects are projects located on property zoned for commercial uses and within a TPA, and with a floor area ratio of not less than 0.75, and TPAs are defined as areas within 0.5 miles of a major transit stop that are existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in an adopted Transportation Improvement Program (TIP).

(3) On-Site Historic Resources

The existing buildings on the Project Site are located within the boundary of the Miracle Mile Historic District, which was formally determined eligible for listing in the National Register of Historic Places in 1983 through the federal Section 106 review process and, as a result, is listed in the California Register of Historical Resources. Additionally, a portion of the façade of the building located at 5366–5376 Wilshire Boulevard is designated as Los Angeles HCM No. 451.

c. Surrounding Land Uses

As shown in Figure II-2 on page II-4, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise commercial and residential uses. Uses located adjacent to the Project Site include two-story commercial buildings and a six-story residential building across Wilshire Boulevard to the north, two- and three-story residential buildings to the south, and a stepped back, ten-story commercial building and surface parking across Cloverdale Avenue to the west., and the recently opened Metro D Line Wilshire/La Brea Station across Detroit Street to the east of the Project Site. There are several existing mid- and high-rise towers in and just outside the Miracle Mile area located along Wilshire Boulevard, including the 12-story Wilshire Tower at 5514 Wilshire Boulevard, the 20-story Miracle Mile Tower at 5455 Wilshire Boulevard, the 27-story Citibank Building at 5670 Wilshire Boulevard, and the 31-story SBE Building at 5900 Wilshire Boulevard. There is also a proposed 42-story tower (Mirabel Project) across Wilshire Boulevard from the Project Site at 5411 Wilshire, which is currently in the environmental review phase. Properties immediately surrounding the Project Site are designated for Regional Commercial and High Medium Residential land uses, and are zoned for commercial and high-density residential uses (i.e., [Q]C4-2-CDO, [Q]C4-2D, [Q]C2-1-CDO, [Q]R4-1-HPOZ, and [Q]R4-1).

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to promote the revitalization of the Wilshire community and the surrounding area by redeveloping the underutilized infill Project Site while preserving existing contributors to the Miracle Mile Historic District and integrating high-density multi-family housing uses and ground-floor commercial space in close proximity to a rail station. As required by the CEQA Guidelines, the Project’s specific objectives are as follows:

- Provide housing to further the goals of the City’s Housing Element and help the City meet its Regional Housing Needs Assessment obligations;

- Provide housing with a range of unit types, affordability levels, and sizes adjacent to public transit, to serve the surrounding area and citywide market;
- Ensure that the Wilshire community's historically significant resources are protected, preserved, and enhanced;
- Promote development that preserves and enhances the physical appearance of the corridor and contributes to the Miracle Mile's unique historical context;
- Reduce vehicle miles traveled (VMT), consistent with the objectives of SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, by locating high-density residential uses near the Metro D Line Wilshire/La Brea Station and new and existing commercial uses that will provide services to residents and employment opportunities;
- Promote resource and energy conservation by incorporating sustainable building design and construction standards above Title 24 (CALGreen) code requirements; and
- Provide fiscal benefits, economic development, and job creation by generating tax revenues for the City and creating jobs during project operation and construction.

4. Description of Project

a. Project Overview

As shown in Figure II-2 on page II-4 and summarized in Table II-2 on page II-9, the Project proposes a mix of uses, including 419 residential units, 36,737 square feet of restaurant uses, 8,000 square feet of office uses, and 47,534 square feet of residential open space, with associated parking. The Project would utilize the City's Transit Oriented Communities (TOC) Guidelines to construct a new 46-story tower with 419 residential units, which would include 47 Extremely Low-Income affordable units and be comprised of 206 1-bedroom units, 208 2-bedroom units, and five penthouse units consisting of two 3-bedroom units and three 4-bedroom units. The new tower would also include 2,645 square feet of ground-floor restaurant uses fronting Cloverdale Avenue. The remaining 42,092 square feet of commercial uses would be located within four existing commercial buildings to be retained. These buildings, fronting Wilshire Boulevard, are within the boundary of the Miracle Mile Historic District and include Los Angeles HCM No. 451, which is limited to the façade of the Dark Room storefront along Wilshire Boulevard. To accommodate the new construction, a total of 6,137 square feet of existing building area, consisting of rear additions to these buildings, would be removed along with existing surface parking area.

**Table II-2
Summary of Existing and Proposed Floor Area^a**

Land Use	Existing Floor Area (sf)	Existing Floor Area to Be Removed (sf)	Existing Floor Area to Be Converted (sf)	Existing to Remain (sf)	Proposed New Construction (sf)	Proposed Floor Area Upon Completion (sf)
Retail	20,001	(4,695)	(15,306)	0 ^b	0	0
Restaurant	18,870	(1,442)	16,664	34,092 ^b	2,645	36,737
Office	9,358 ^c	0	(1,358)	8,000	0	8,000
Residential	—	—	—	—	375,464	375,464
Total	48,229	(6,137)	—	42,092	378,109	420,201
<i>sf = square feet</i> ^a Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.” ^b 15,306 square feet of existing retail use and 1,358 square feet of existing office use would be converted to restaurant use. Source: Eyestone Environmental, 2026.						

The Project would provide 443 vehicle parking spaces, including 377 residential and 66 commercial parking spaces, and 202 bicycle parking spaces, including 20 short-term and 182 long-term spaces. Vehicular parking would be provided within four below-grade and five above-grade parking levels. Long-term bicycle parking would be located near the residential lobby area on the ground level of the residential tower, while short-term bicycle parking would be provided adjacent to the public right-of-way around the Project Site along all three street frontages.

The Project would also include 47,534 square feet of residential open space, including 26,584 square feet of shared indoor and outdoor amenity space for all tenants, and 20,950 square feet of private balconies and decks. Upon completion, the Project would result in a total floor area of 420,201 square feet and an overall project FAR of approximately 7.51:1, with a maximum building height of approximately 530 feet.

As described in Table II-1 on page II-6, the existing lot area of the Project Site is 56,366 square feet. As part of the proposed Vesting Tentative Tract Map (VTTM), the Project proposes to vacate and merge a 20-foot public alley comprised of 2,802 square feet that currently bisects the Project Site, to result in a total lot area of 59,168 square feet prior to dedications. Upon the approval of the VTTM, half of the vacated alley (1,401 square feet) would be zoned [Q]C4-2-CDO and the other half of the vacated alley (1,401 square feet) would be zoned [Q]C2-1-CDO. In addition, a 2-foot street dedication would be required along

the portion of Cloverdale Avenue not occupied by the existing building to remain. This dedication occurs in the [Q]C4-2-CDO and [Q]C2-1-CDO zoned portion of the Project Site. Table II-3 on page II-11 shows the proposed lot areas by zoning designation after the vacation and merger of the alley into the Project Site and the lot area after the street dedication on Cloverdale. As shown therein, the resulting lot area would be 58,465 square feet. The Project is also requesting TOC incentives to allow greater residential density, to average floor area across the different zoning designations, and to permit reduced setbacks. Specifically, by reserving 11 percent of the total units for Extremely Low-Income households as required by the TOC Guidelines, the Project is entitled to an 80 percent density increase; a floor area increase of 55 percent in the [Q]C4-2-CDO and [Q]R4-1 zoned portions of the Project Site and an increase to 4.25 FAR in the [Q]C2-1-CDO zoned portion of the Project Site; and a 5-foot side yard in the C2 Zone and 10-foot 5-inch setback in the R4 Zone. In addition, the Project requests approval of an additional TOC incentive to calculate the maximum dwelling unit based on the lot area prior to street dedication.

b. Design and Architecture

As shown in Figure II-3 and Figure II-4 on pages II-12 and II-13, the existing historic buildings on the northern portion of the Project Site along Wilshire Boulevard would remain in their current condition, with the exception of small rear additions located on the southwestern portion of the commercial buildings located at 5366 to 5376 Wilshire Boulevard, which would be removed. The new residential tower would be located on the southwestern portion of the Project Site and would rise to a maximum height of approximately 530 feet. Parking would be provided within four below-grade and five above-grade levels that would be located south of the existing commercial buildings to remain. The western portion of the parking area would form the base of the residential tower, and the eastern portion of the parking area would form a podium that would provide an expansive outdoor open space amenity area inclusive of a pool deck that would be accessed from the sixth floor of the residential tower. At the street level, commercial uses would screen the parking area along Cloverdale Avenue. Above the ground level, the parking levels would be architecturally screened with geometrically designed decorative metal compatible with the residential tower's overall design.

The Project would be designed to relate contextually to its immediate neighborhood as well as the Miracle Mile Historic District as a whole by limiting construction to existing surface parking lots, combining density into a singular tower, locating retail and other active spaces at ground level along Cloverdale Avenue, and retaining the existing buildings with active commercial uses along Wilshire Boulevard. By setting back the tower, the concentration of building massing would occur on the southwestern portion of the site, limiting visual impacts on and from historic resources along Wilshire Boulevard. In addition, the residential tower would feature clear glass, black carbon aluminum, and dark bronze features in a contemporary interpretation of Art Deco style that would reflect the eclectic and

**Table II-3
Proposed Lot Area by Zoning Designation**

Zone Designation	Lot Areas with Alley Merger prior to Dedication	Lot Areas with Alley Merger after Dedications
[Q]C4-2-CDO	36,218 sf	35,813 sf
[Q]C2-1-CDO	16,248 sf	15,950 sf
[Q]R4-1	6,702 sf	6,702 sf
Total	59,168 sf	58,465 sf
<i>sf = square feet</i> <i>Source: Eyestone Environmental, 2026.</i>		

historic nature of the Miracle Mile Historic District's architectural significance and urban design through the use of symmetry, layering of vertical and geometric lines, and repeated patterns. Refer to Figure II-5 and Figure II-6 on pages II-14 and II-15, respectively, for depictions of the Project's design elements and elevation.

c. Historic Preservation

The Project would retain the existing buildings that are contributors to the Miracle Mile Historic District. All aspects of integrity would remain; however, the non-character-defining rear additions to the buildings at 5366–5376 Wilshire Boulevard would be removed. Until tenants are identified, it is not possible to fully and appropriately determine the extent of necessary work on the contributing buildings. However, any modifications made shall conform to the Secretary of the Interior's Standards, including retention and rehabilitation of the character-defining features as identified in the Historical Report, included as Appendix C of this Draft EIR. In particular, any tenant improvements to the storefronts shall be of a compatible contemporary design or be based on accurate reconstruction of the storefronts from the period of significance, as documented through historic photographs or original drawings. Compliance with the Secretary of the Interior's Standards shall be determined by a qualified preservation expert who meets the Secretary's professional qualification standards. Any façade work on the Los Angeles HCM No. 451 shall be approved as set forth in the City's Cultural Heritage Ordinance. Refer to Section IV.B, Cultural Resources, of this Draft EIR, for further discussion.



Figure II-3
Conceptual Site Plan



Figure II-4
Ground Floor View Facing Wilshire

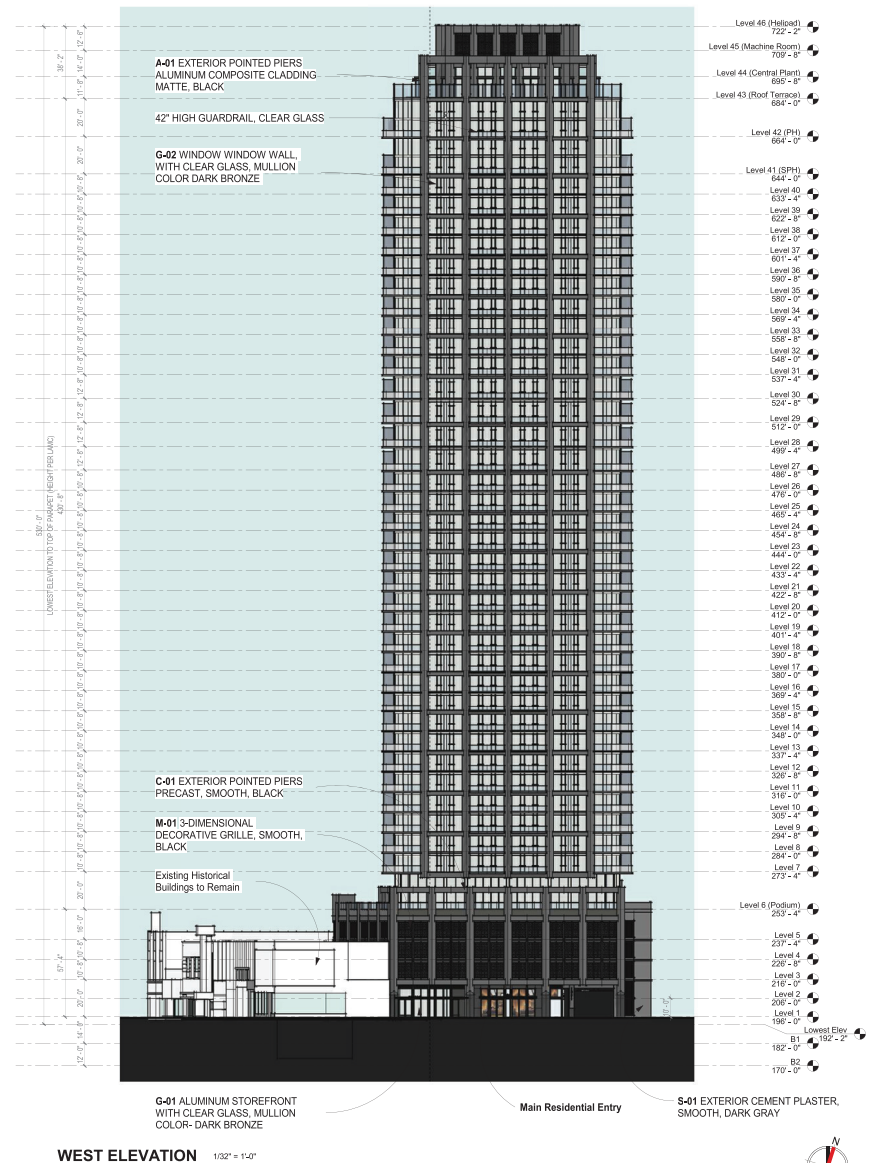
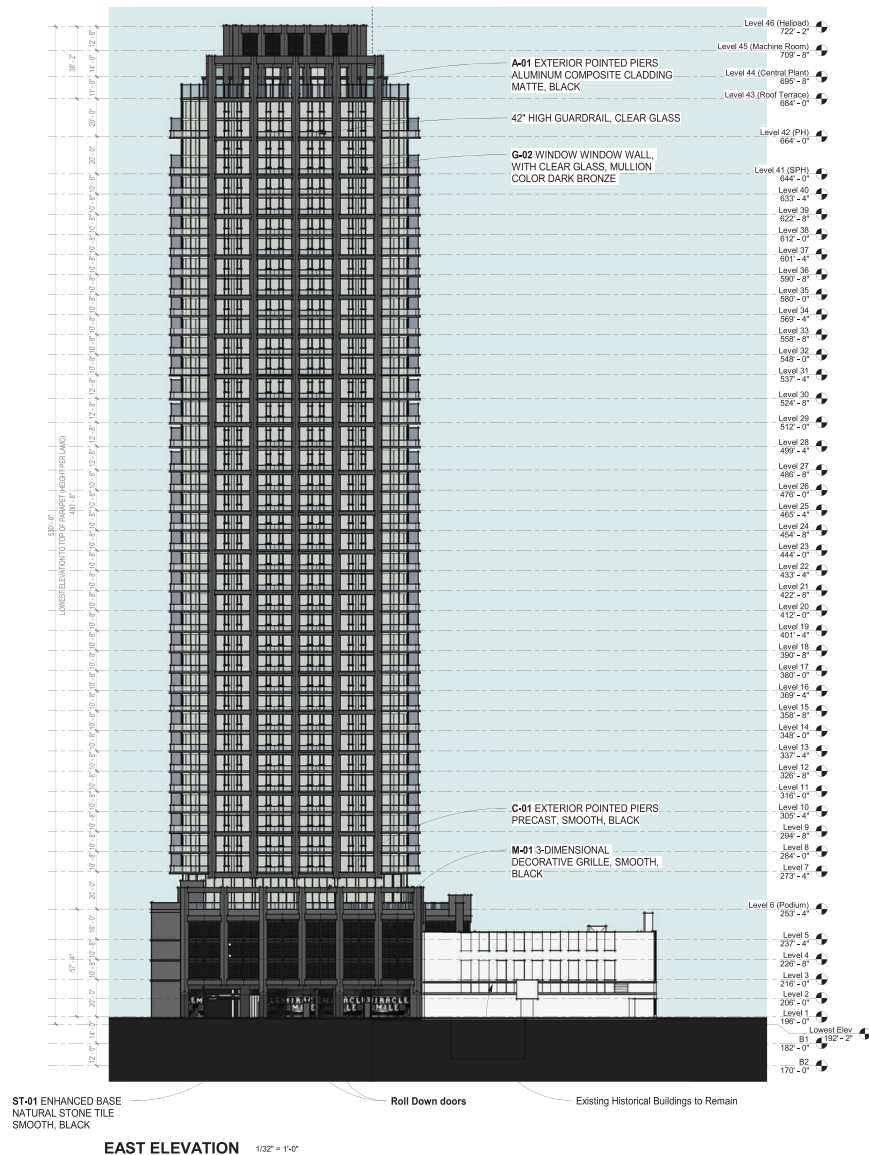
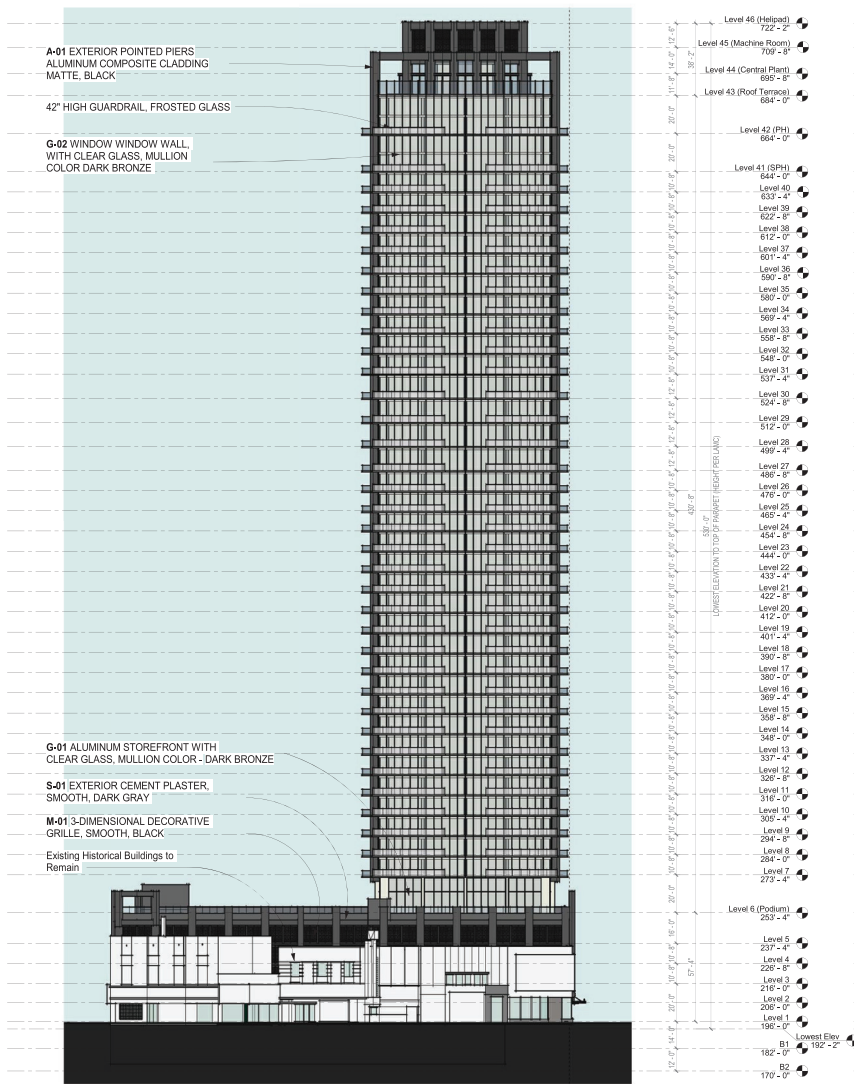
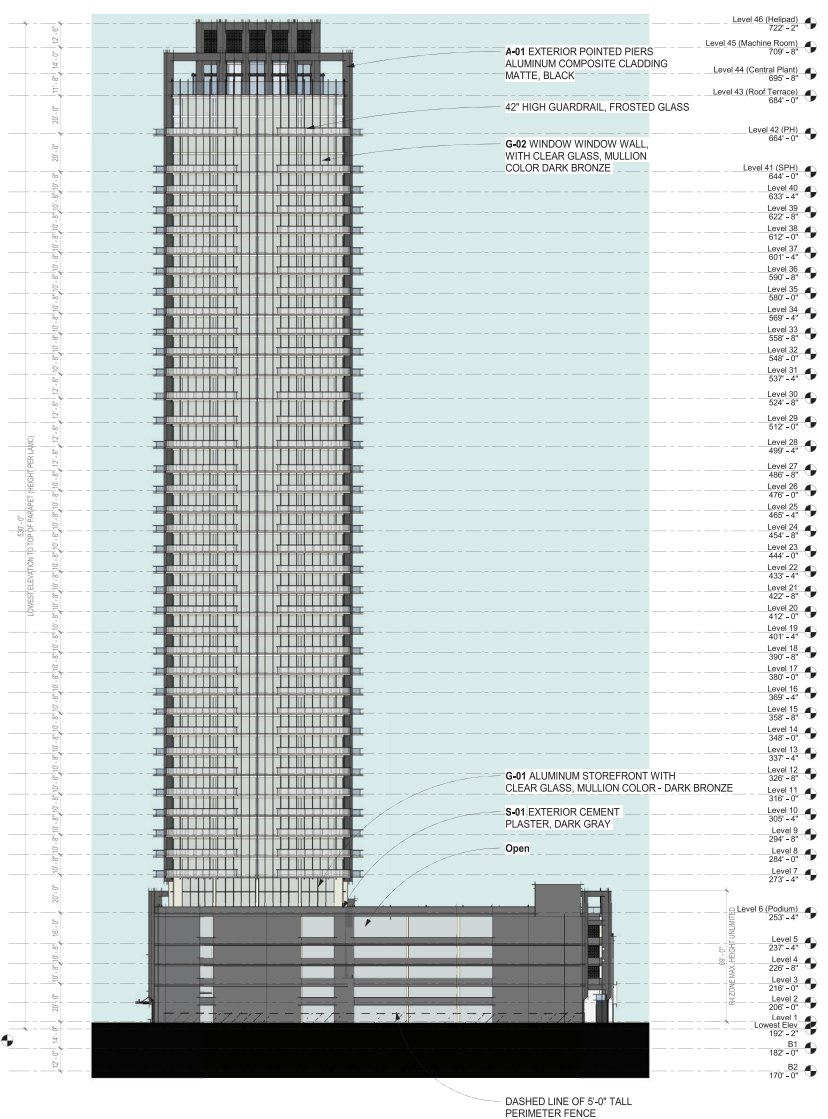


Figure II-5
East and West Elevation



NORTH ELEVATION 1/32" = 1'-0"



SOUTH ELEVATION 1/32" = 1'-0"

Figure II-6
North and South Elevation

d. Open Space and Landscaping

LAMC Section 12.21 G requires open space for new developments with six or more dwelling units. Per LAMC Section 12.21 G, there shall be 100 square feet of open space provided for each residential unit having less than three habitable rooms; 125 square feet of open space provided for each residential unit containing three habitable rooms; and 175 square feet of open space provided for each residential unit containing more than three habitable rooms. With 419 units proposed, the Project is required to provide a minimum of 47,475 square feet of open space. The Project would provide 47,534 square feet of open space including 11,868 square feet of common indoor open space including residential amenity areas, lounge areas, meeting room space, and a fitness center; 14,716 square feet of common outdoor open space including a pool, seating areas, fitness areas, and deck areas primarily located on levels 6 (podium) and 43 (roof top deck areas); and 20,950 square feet of private open space including residential balconies and decks. Figure II-7 on page II-17 depicts the Project's outdoor open space areas.

The Project would remove the existing 18 on-site trees and three street trees in the public right-of-way adjacent to the Project Site, none of which are protected trees under the City's Protected Tree and Shrubs Ordinance No. 186,873. Pursuant to the requirements of the City's Urban Forestry Division and subject to approval of the Board of Public Works, the on-site trees to be removed would be replaced at a 1:1 ratio, and the street trees to be removed would be replaced at a 2:1 ratio. Overall, the Project would provide 105 new trees (10 street trees and 95 rooftop trees), consisting of Desert Willow street trees, and Desert Museum Palo Verde, Wilson Fruitless Olive Tree, Foxtail Palm, Crape Myrtle, and Acacia Bailey for the amenity deck trees. No street trees may be removed without prior approval of Urban Forestry based on compliance with LAMC Sections 62.169 and 62.170 and applicable findings.

e. Access, Circulation, and Parking

Vehicular access to the Project Site would be provided via two two-way driveways, one on Cloverdale Avenue and one on Detroit Street, that would provide access to the parking and loading areas. Primary pedestrian access to the residential tower would be provided along Cloverdale Avenue. Primary pedestrian access to the commercial uses along Wilshire Boulevard would be located along Wilshire Boulevard.

The Project would provide 439 vehicle parking spaces, comprised of 373 residential parking spaces and 66 commercial parking spaces within five above-grade levels and four below-grade levels. Residential parking would be located on levels B4, B3, B2, B1, 2, 3, 4, and 5, and commercial parking would be located on levels B1 and 1. The Project would remove the existing surface parking containing 82 spaces. The Project would also comply with applicable 2025 CALGreen EV charging requirements. Specifically, the Project would

KEY LEGEND

- 1 WILSHIRE BOULEVARD STREETSCAPE
- 2 DETROIT STREETScape
- 3 CLOVERDALE AVENUE STREETScape
- 4 ART DECO PAVING FOR BUILDING ENTRY
- 5 POOL DECK WITH HOT TUBS, LOUNGERS AND DAYBEDS
- 6 OUTDOOR DINING WITH BBQs WITH TABLES AND SEATING
- 7 GAMES AREA WITH BOCCIE AND PING PONG
- 8 OUTDOOR FITNESS AMENITY DECK WITH SPIN BIKES, FLEX LAWN AREA AND SOCIAL SEATING
- 9 PENTHOUSE DECKS

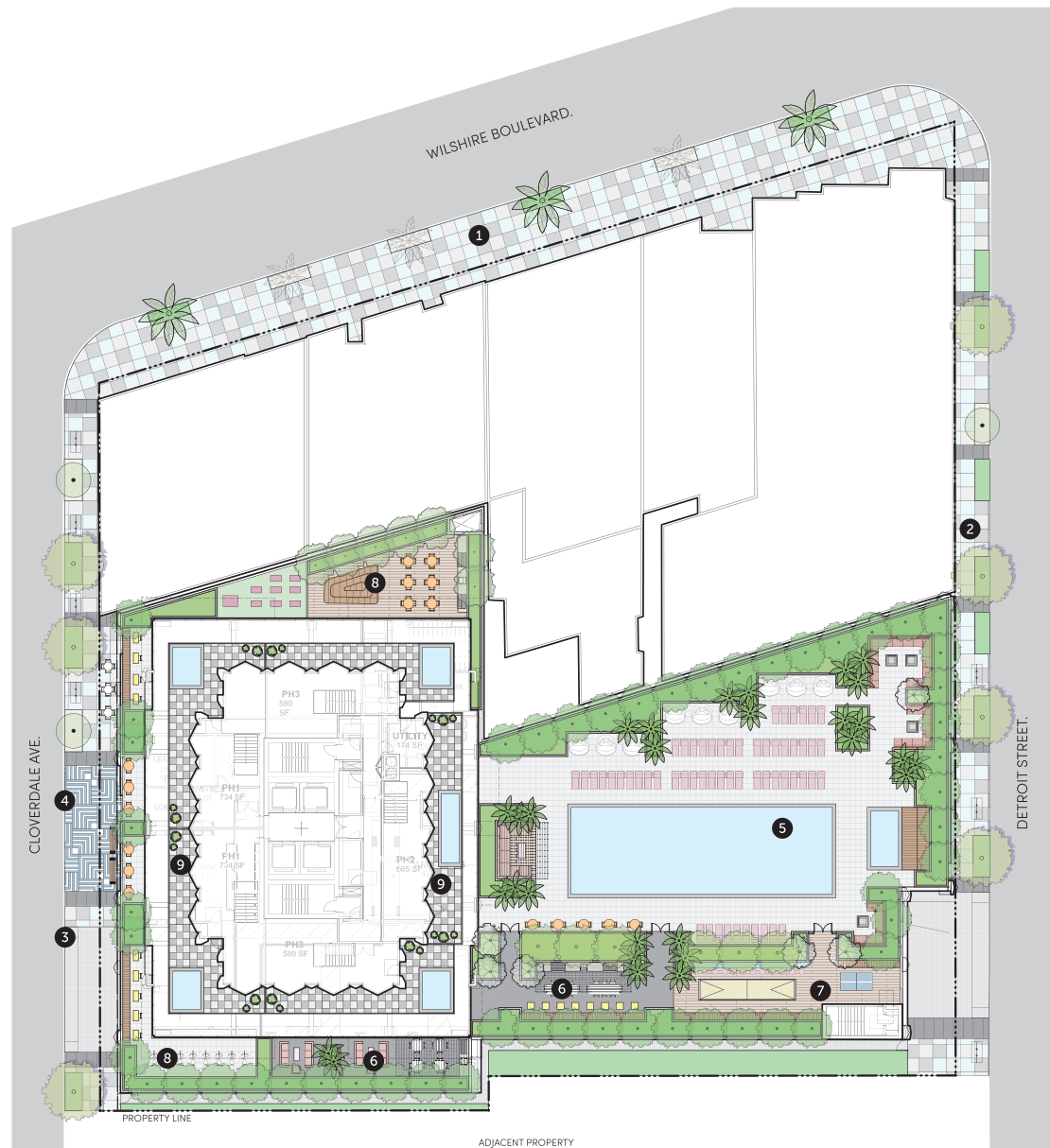


Figure II-7
Overall Landscape Plan

be required to provide Level 2 EV charging receptacles in 373 residential parking spaces and in 3 commercial parking spaces. An additional 13 commercial parking spaces are required to be EV-ready, capable of supporting future EV supply equipment (EVSE). The Project would also provide 20 short-term and 182 long-term bicycle parking spaces, in accordance with LAMC Section 12.21 A.16(a)(2), for a total of 202 bicycle parking spaces. The long-term bicycle parking would be located near the residential lobby area on the ground level of the residential tower, while short-term bicycle parking would be provided adjacent to the public right-of-way around the Project Site along all three street frontages.

f. Lighting and Signage

Project lighting would incorporate architecturally integrated low-level exterior lights on the building and along walkways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to minimize light trespass from the Project Site and would comply with all LAMC requirements. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would require approval from the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would include identity signage, building and tenant signage, and general ground-level and way-finding pedestrian signage that would comply with the LAMC. The Project would not include signage with flashing or mechanical properties. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

g. Site Security

During construction of the Project, temporary security measures, including security fencing, lighting, and locked entry, would be implemented to ensure security of the Project Site. During operation of the Project, the Applicant would implement the following features to enhance on-site safety:

- Lobby areas would be designed to be visible from the public streets or entry ways;
- Building entrances and exits, spaces around buildings, and pedestrian walkways would be designed to be open and in view of surrounding sites;

- Building entries and walkways would include sufficient lighting to facilitate pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings;
- Parking areas, elevators, and lobbies would include sufficient lighting to maximize visibility and reduce areas of concealment; and
- Access controls in the forms of private on-site security, alarm systems, a closed-circuit security camera system, and keycard entry for residents would be incorporated.

h. Sustainability Features

The Project would incorporate sustainable building features and construction protocols required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations [CCR], Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (CCR, Title 24, Part 6; California Energy Code). The Project also represents an infill development in close proximity to future and existing rail and bus lines and would utilize and/or improve existing pedestrian and utility infrastructure to service the proposed uses. Sustainability features would include, but are not limited to, water conservation features that include the use of native plants, passive cooling strategies, Energy Star-labeled appliances, a bicycle-friendly site design including long-term and short-term bicycle parking and a bike repair station, and waste reduction features.

In addition, the Project Site's adjacency to the new Metro D Line Wilshire/La Brea Station, as well as its proximity to several bus lines, including Metro Bus Lines 20 and 720, LADOT DASH Fairfax Line, and Antelope Valley Transit Authority Bus Line 786, would encourage and support the use of public transportation and a reduction in VMT by Project residents, employees, and visitors.

Furthermore, the Project would comply with applicable City and CALGreen EV charging requirements as discussed above.

i. Off-Site Improvements

The Project would require minor off-site improvements that would generally be contained adjacent to the Project Site right-of-way. Offsite improvements would include sidewalk, curb, and gutter repair, planting of street trees, installation of street lights, and removal and installation of various underground utility infrastructure. As discussed in Section IV.K.1, Utilities and Service Systems—Water Supply and Infrastructure, in order to meet fire flow requirements, the Project would upgrade approximately 685 feet of the Detroit Street water main from a 6-inch line to an 8-inch line and install three new fire hydrants that would

connect to the existing water mains located along 8th Street, Cloverdale Avenue, and Wilshire Boulevard.

j. Anticipated Construction Process and Schedule

Construction of the Project would commence with the removal of the building additions on the southwest portion of the existing buildings and the surface parking lot on the Project Site. This would be followed by excavation activities up to 80 feet below ground surface associated with the installation of building footings and subterranean parking. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to commence in 2026 and be completed in 2029. It is estimated that a maximum of 115,796 cubic yards of export would be hauled from the Project Site.

5. Requested Permits and Approvals

The City of Los Angeles has the responsibility for approving the Project. The list below includes the anticipated requests for approval of the Project. This Environmental Impact Report analyzes the potential impacts associated with the Project and provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- A. Pursuant to **LAMC Section 12.22 A.31, a Transit Oriented Communities (TOC) Determination** for an 80 percent increase in density, consistent with the provisions of the TOC Affordable Housing Incentive Program, along with the following four (4) incentives for a qualifying Tier 4 project totaling 419 dwelling units, reserving a minimum of 47 units for Extremely Low Income (ELI) Household occupancy for a period of 55 years:
 - 1. Utilization of the setback requirements of the RAS3 Zone for a Project in a commercial zone to permit a southerly side yard setback of five feet for the C2-zoned portion of the Project Site;
 - 2. A 35 percent reduction in the required side yard setback to permit a southerly side yard setback of 10 feet 4.8 inches in lieu of the otherwise required 16 feet for the R4-zoned portion of the Project Site;
 - 3. To permit density to be calculated based on lot area prior to dedications pursuant to LAMC Section 12.22 A.25(f)(7); and
 - 4. Averaging of FAR, density, parking or open space, and permitting vehicle access/parking access across the Project Site;

- B. Pursuant to **LAMC Section 12.24 W.1**, a **Main Conditional Use Permit (MCUP)** to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption within five commercial spaces;
- C. Pursuant to **LAMC Section 16.05**, a **Site Plan Review** for a development project which results in an increase of 50 or more dwelling units; and;
- D. Pursuant to **LAMC Section 13.08 E**, a **Design Overlay Plan Approval** for compliance with the Miracle Mile Community Design Overlay (CDO);
- E. Pursuant to **LAMC Section 17.15**, a **Vesting Tentative Tract Map No. 83768** for the vacation of the existing alley and merger and resubdivision of the Project Site and alley into one ground lot for residential and commercial condominium purposes and a Haul Route for the export of approximately 115,796 cubic yards of soil; and
- F. Other discretionary and ministerial permits that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, sign permits, and permits for any work on buildings determined eligible for the National Register of Historic Places and the Historic Cultural Monument.

6. Responsible and Trustee Public Agencies

A Responsible Agency under CEQA is a public agency that proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration.⁶ A Trustee Agency under CEQA is a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California.⁷ No responsible or trustee agencies have been identified for the Project.

⁶ CEQA Guidelines Section 15381.

⁷ CEQA Guidelines Section 15386.