

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, provides additional information regarding existing conditions at the Project Site.

1. Project Location and Environmental Setting

The Project Site is located at 5350–5376 Wilshire Boulevard, 706–716 Cloverdale Avenue, and 721–725 Detroit Street within the Wilshire Community Plan (Community Plan) area of the City of Los Angeles (City). The Project Site is bounded by Wilshire Boulevard to the north, residential buildings and surface parking to the south, Detroit Street to the east, and Cloverdale Avenue to the west. The Project Site location is shown in Figure II-1 of Section II, Project Description, of this Draft EIR.

a. On-Site Conditions

The Project Site is currently developed with four commercial buildings and surface parking. The existing buildings range from one to two stories and include 48,229 square feet of commercial uses. Vehicular access to the Project Site is provided via two driveways on Cloverdale Avenue and a dead end 20-foot alley that is accessed from Detroit Street which terminates in the middle of the Project Site. Pedestrian access to the Project Site is located along Wilshire Boulevard, Detroit Street, and Cloverdale Avenue. The existing buildings on the Project Site are located within the boundary of the Miracle Mile Historic District, which was determined eligible for listing in the National Register of Historic Places in 1983 through the federal Section 106 review process and listed in the California Register of Historical Resources. Additionally, the façade of the building located at 5370-5376 Wilshire Boulevard is designated as Los Angeles Historic-Cultural Monument No. 451. Existing landscaping within the Project Site includes a total of 18 trees, including one *Washingtonia robusta* (Mexican fan palm) and 17 *Pittosporum undulatum* (Victorian box) trees; 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; and two empty tree wells

adjacent to the Project Site within the public right-of-way.¹ None of the trees within the Project Site or within the public right-of-way are considered protected species by the City.²

b. Surrounding Uses

The area surrounding the Project Site is urbanized and includes a mix of low-to high-rise commercial and residential uses. A majority of the Project Site is located within the Miracle Mile Community Design Overlay (CDO). 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, and 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. Lots immediately surrounding the Project Site are designated for Regional Center Commercial and High Medium Residential land uses, and are zoned for commercial and high-density residential use ([Q]C4-2-CDO, [Q]C4-2D, [Q]C2-1-CDO, [Q]R4-1-HPOZ, and [Q]R4-1).

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 2035; the Citywide Urban Design Guidelines; the Wilshire Community Plan; and the Miracle Mile CDO. Regional plans that are applicable to the Project Site include the Southern California Association of Governments' (SCAG) 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (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 Wilshire Community Plan area. The majority of the Project Site is designated for Regional Commercial land uses and is zoned [Q]C4-2-CDO (Qualified Condition, Commercial, Height District 2, Miracle Mile Community Design Overlay District) and [Q]C2-1-CDO (Qualified Condition, Commercial, Height District 1, Miracle Mile Community Design Overlay District). The southeastern corner

¹ Tree Case Management, Inc., Tree Survey Report, October 6, 2022. The Tree Survey Report is included as Appendix IS-1 of the Initial Study, which is included in Appendix A of this Draft EIR.

² 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.

of the Project Site, comprised of 6,702 square feet of lot area, is designed for High Medium Residential land uses and is zoned [Q]R4-1 (Qualified Condition, Residential, Height District 1).

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 restricts maximum FAR to 6:1 and does not impose a vertical height limitation. The C2 Zone permits the same array of land uses as the C4 Zone. Height District 1 in conjunction with the C2 Zone restricts maximum FAR to 1.5:1 and does not impose a vertical height limitation. The R4 Zone permits churches, schools, childcare, apartment homes, and one-family dwellings land uses. Height District 1, in conjunction with the R4 zone, does not impose any height limit and allows a maximum FAR of 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, pursuant to Ordinance No. 176,332, the “Q” conditions for both the C4 and C2 zoned portions of the Project Site prescribe limitations regarding setbacks, primary ground floor entrances, vehicular points of access and driveways, transparency and materials for building facades, parking, and signage. Further, the “Q” conditions limit the allowable uses on the C2 zoned lots to only permit parking and residential development up to an R4 Zone density (400 square feet of lot area per dwelling unit). In addition, the “Q” conditions for the R4 zoned portion of the Project Site limit market-rate residential projects to an R3 Zone density (800 square feet of lot area per unit).

The “CDO” designation indicates that the Project Site is located within the boundaries of the Miracle Mile CDO, which provides guidance and direction in the design of new 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 provides guidelines 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 also located within a City-designated Transit Priority Area (TPA), as defined by Senate Bill (SB) 743 and City Zoning Information File No. 2452. 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 public transit.

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B. Related Projects

The California Environmental Quality Act (CEQA) Guidelines (Section 15130(a)) require that an EIR consider the environmental effects of a proposed project individually, as well as cumulatively. As defined in CEQA Guidelines Section 15355, cumulative impacts refer to two or more individual effects, which, when considered together, are considerable or which compound or increase other environmental 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 analysis 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.

A list of proposed development projects in the vicinity of the Project Site that could affect conditions in the Project area (e.g., by adding traffic volumes to study area intersections and/or generating population increases) was prepared based on information obtained primarily from the City of Los Angeles Department of Transportation (LADOT) and the City of Los Angeles Department of City Planning. A total of five potential related development projects have been identified within a 0.5-mile radius of the Project Site for inclusion in the cumulative impact analysis for 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 multi-family, office, retail, and hotel, mixed-use developments incorporating some or all of these elements, and transportation improvement projects. These related projects would occur primarily as urban in-fill within the existing land use of the area.

The related projects are listed in Table III-1 on page III-6, 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-7. It is emphasized that some of the related projects may not be built out by 2029 (i.e., the Project buildout year), may never be built, or may be approved but built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects are fully built out by the Project's proposed buildout year of 2029, even though this forecast is unlikely.

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

No.	Project Name/Address	Land Use	Size
1	Mirabel Transit Priority Project, 688 South Cochran Avenue (5411 Wilshire Boulevard)	Multi-Family	348 du
		Retail	5,000 sf
		Other	6,000 sf
2	Wilshire Courtyard Redevelopment Project, 5700 Wilshire Boulevard	<i>Office Option</i>	
		Office	2,223,000 sf
		Other	118,000 sf
		<i>Residential Option</i>	
		Residential	2,586 du
		Restaurant	24,427 sf
		Supermarket	24,427 sf
		Office	445,627 sf
3	629 La Brea Avenue ^b	Multi-Family	121 du
		Retail	13,000 sf
		Hotel	125 rm
4	5001 Wilshire Boulevard	Multi-Family	243 du
		Retail	11,000 sf
5	Metro D Line Extension	—	—
<i>du = dwelling units</i> <i>rm = rooms</i> <i>sf = square feet</i> ^a Projects in development within 0.5 miles of the Project Site. Related project list and trip generation provided by LADOT on May 30, 2023. ^b This project was not provided on LADOT's related projects list but is a known ongoing development. Trip generation was developed aligned with LADOT's Transportation Assessment Guidelines (August 2022), Department of City Planning, and recent traffic studies prepared in the area. Source: City of Los Angeles, 2026.			



 Related Projects

 1/2-mile Buffer

 Project Site

 Future Metro Rail

Figure III-1
Related Projects Location Map