

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2017041071

Project Title: 670 Mesquit

Lead Agency: City of Los Angeles

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Project Location: Los Angeles, Los Angeles County

City

County

Project Description (Proposed actions, location, and/or consequences).

The 670 Mesquit Project (Project) proposes to construct a new mixed-use development totaling up to 1,792,103 square feet of floor area (the Project) on approximately 5.45 acres of land at 670 Mesquit Street (Project Site), along the southeastern edge of the Artists-in-Residence District within the Central City North Community Plan area of the City of Los Angeles (City). The Project would have a floor area ratio (FAR) of up to 7.5:1, and would consist of the following primary components: creative office space totaling up to 994,055 square feet; a 236-room hotel; 208 multi-family residential housing units; an Arts District Central Market (food hall), a grocery store, and general retail uses totaling up to 136,152 square feet; restaurants totaling up to 89,577 square feet; studio/event/gallery space and a potential museum totaling up to 93,617 square feet; and a maximum 62,148-square-foot gym. The proposed uses would be accommodated in five new interconnected buildings above subterranean and podium parking that would range in height from 84 feet to 378 feet in height. The Project would provide parking for a total of up to 3,500 vehicles using a combination of automated parking systems, valet parking, or other efficiency parking methods and parking would be provided in below-grade, at-grade, and above-grade structured parking spanning the Project Site. In addition, the Project may include a Deck Concept (Project with the Deck Concept) that would involve construction of a 132,000 square foot Deck that would extend over a portion of the freight and passenger rail lines and rail yards (Railway Properties) east of the Project Site. Existing one- to four-story freezer, cold storage, and dry storage warehouses and surface parking would be demolished as part of this Project.

Approvals include:

1. A General Plan Amendment to the Central City North Community Plan to change the Community Plan land use designation from Heavy Industrial to Regional Center Commercial with a corresponding zone of Mesquit Specific Plan and an amendment to the Circulation Element of the General Plan (the Mobility Plan 2035) and the Community Plan Land Use Map to re-designate Mesquit Street from a Collector Street to a Local Limited Street.
2. A Vesting Zone Change and Height District Change from M3-1-RIO to MSP-RIO.
3. Approval of the Mesquit Specific Plan.
4. "SN" Sign District
5. A Vesting Tentative Tract Map for the merger and re-subdivision, as well as to vacate Mesquit Street and absorb a portion of Mesquit Street to be vacated, to create ground lots and airspace lots, together with approval of a haul route.
6. A Development Agreement
7. Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, demolition permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

Potentially significant or significant and unavoidable impacts include:

1. The Project and Project with the Deck Concept will have a potentially significant impact as it relates to cumulatively considerable air quality impacts for regional emissions during construction. These impacts would remain significant and unavoidable even with implementation of Mitigation Measure AQ-MM-1 (Construction Equipment Features).
2. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to cumulatively considerable air quality impacts for regional emissions during operation of the Project. These impacts would remain significant and unavoidable even with implementation of Mitigation Measure AQ-MM-2 (Emergency Generator Maintenance & Testing, AQ-MM-3 (Emergency Generators), and TRAF-MM-1 (Transportation Demand Management (TDM) Program).
3. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to sensitive receptor exposure to pollutant concentrations for localized emissions. These impacts would be reduced to a less than significant level with implementation of Mitigation Measure AQ-MM-1 (Construction Equipment Features).
4. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to historical resources. Impacts would be reduced to a less than significant level with implementation of Mitigation Measures CUL-MM-1 (Standards Conformance Plan Review for 7th Street Bridge), CUL-MM-2 (Reproduction of Bridge Railings), CUL-MM-3 (Construction Monitoring for the 7th Street Bridge), and CUL-MM-4 (Historic Structure Report).
5. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to archaeological resources. Impacts would be reduced to a less than significant level with implementation of Mitigation Measures CUL-MM-5 through CUL-MM-8.
6. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to paleontological resources. Impacts would be reduced to a less than significant level with implementation of Mitigation Measures GEO-MM-1 through GEO-MM-4.
7. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to significant hazard through reasonably foreseeable upset and accident conditions. Impacts would be reduced to a less than significant level with implementation of Mitigation Measures HAZ-MM-1 (Health & Safety Plan) and HAZ-MM-2 (Soil and Groundwater Management Plan) for both the Project and Project with the Deck Concept and additionally Mitigation Measure HAZ-MM-3 (Soil Sampling Assessment) for the Project with the Deck Concept.
8. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to consistency with water quality standards and waste discharge requirements. Impacts would be reduced to a less than significant level with implementation of Mitigation Measure HAZ-MM-2 (Soil and Groundwater Management Plan).
9. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to conflict with or obstruct implementation of a water quality control plan. Impacts would be reduced to a less than significant level with implementation of Mitigation Measure HAZ-MM-2 (Soil and Groundwater Management Plan).
10. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to Project-level construction noise; cumulative on-site and off-site construction noise, and Project-level off-site construction noise. These impacts would remain significant and unavoidable even with implementation of Mitigation Measures NOISE-MM-1 (Noise Barriers), NOISE-MM-2 (Construction Equipment Noise Shields and Muffling), and NOISE-MM-3 (Truck Deliveries) for on-site Project-level construction noise; cumulative on-site and off-site construction noise. Impacts would be reduced to a less than significant level for Project-level off-site construction noise.
11. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to operational noise. Impacts would be reduced to a less than significant level with implementation of Mitigation Measures NOISE-MM-4 (Amplified Noise – All Outdoor Spaces) NOISE-MM-5 (Amplified Noise- River Balcony North).
12. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to vibration (structural damage and human annoyance). These impacts would remain significant and unavoidable even with implementation of Mitigation Measures NOISE-MM-6 (Construction Vibration except Shoring), NOISE-MM-7 (Construction Vibration –Shoring), NOISE-MM-8 (Inspections), and NOISE-MM-9 (Construction Vibration – Human Annoyance).
13. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to regional VMT. These impacts would remain significant and unavoidable even with implementation of Mitigation Measure TRAF-MM-1 (TDM Program).
14. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to geometric hazards. These impacts would remain significant and unavoidable even with implementation of Mitigation Measure TRAF-MM-2 (Southbound Off-ramp/7th Street).
15. The Project and the Project with the Deck Concept will have a potentially significant impact as it relates to tribal cultural resources. Impacts would be reduced to a less than significant level with implementation of Mitigation Measures TCR-MM-1 TCR-MM-2, and TCR-MM-3.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Areas of controversy include:

- Project consistency with adjacent and nearby existing and planned rail alignments and operations, including appropriate setbacks and consideration of easements
- Cumulative impacts from related projects
- Concern regarding the impacts of construction and operational air emissions on air quality
- Project consistency with the Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)
- Concern regarding impacts to historic resources, including the 7th Street Bridge, nearby historic buildings and the Arts District itself
- Concern regarding contaminated soils and groundwater conditions
- Concern that the Project could physically divide an established community
- Concern regarding land use impacts related to potential conflicts with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect
- Concern regarding the displacement of the existing industrial uses and impacts on housing
- Concern regarding the Project's consistency with alternative transportation facilities, including bus facilities, as well as planned bicycle facilities along the Los Angeles River
- Concern regarding impacts from Project traffic on local roadways intersections, as well as freeway ramps and segments
- Concern regarding impacts to tribal cultural resources
- Concern regarding shading impacts on the Los Angeles River and residential uses
- Concern regarding impacts on "other public facilities", such as roadways

Provide a list of the responsible or trustee agencies for the project.

[Empty box for listing responsible or trustee agencies]