

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 5 - PAUL KORETZ
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PROJECT TITLE ENV-2012-2986-ND	CASE NO. TT-72087-CN, DIR-2013-2966-DRB-SPP-SPPA; DIR-2013-2966-DRB-SPP-SPPA-1A
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PROJECT LOCATION
10390 - 10392 W. ASHTON AVE., 1234 S. BEVERLY GLEN BLVD.

PROJECT DESCRIPTION
The proposed project involves the demolition of a detached one-story garage, for the construction of one new dwelling unit over a new garage located to the rear of an existing three-unit, two-story apartment home, resulting in four dwelling units. The new structure will be two-stories (one-story dwelling unit over one-story garage) at 27.5 feet, the height will be less than the building height of the existing apartment home. Six automobile parking spaces and four bicycle parking spaces will be housed within the new garage. Approximately 15 cubic yards of dirt will be exported. No importing of dirt is proposed.

The project request includes a Project Permit Specific Plan Adjustment to allow a garage height of 9 feet in lieu of the maximum allowable garage height of 7 feet per Section 6.D of the Westwood Community Multi-Family Specific Plan. The subject site is rectangular, approximately 8,694.5 square feet, and zoned [Q]RD1.5-1XL.

The requested entitlements include: 1) Specific Plan Project Permit Compliance; 2) Design Review; 3) Specific Plan Project Permit Adjustment; and 4) Tentative Tract Map.

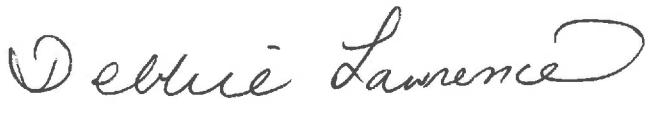
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Albert Mahanian
200 S. Barrington Ave., #492012
Los Angeles, CA 90049

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a negative declaration be adopted for this project. The Initial Study indicates that no significant impacts are apparent which might result from this project's implementation. This action is based on the project description above.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt this negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Sheila Gershon	TITLE City Planning Assistant	TELEPHONE NUMBER (213) 978-1376
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ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) 	DATE 4-26-17
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CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 5 - PAUL KORETZ	DATE: 03/28/2017
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2012-2986-ND	RELATED CASES: TT-72087-CN, DIR-2013-2966-DRB-SPP-SPPA; DIR-2013-2966-DRB-SPP-SPPA-1A	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: DEMOLITION OF A DETACHED 1-STORY GARAGE, FOR THE CONSTRUCTION OF 1 NEW 1,400 SQUARE FOOT DWELLING UNIT OVER A NEW GARAGE LOCATED TO THE REAR OF AN EXISTING 30 FOOT HIGH, 3-UNIT, 2-STORY APARTMENT HOME		
ENV PROJECT DESCRIPTION: The proposed project involves the demolition of a detached one-story garage, for the construction of one new dwelling unit over a new garage located to the rear of an existing three-unit, two-story apartment home, resulting in four dwelling units. The new structure will be two-stories (one-story dwelling unit over one-story garage) at 27.5 feet, the height will be less than the building height of the existing apartment home. Six automobile parking spaces and four bicycle parking spaces will be housed within the new garage. Approximately 15 cubic yards of dirt will be exported. No importing of dirt is proposed. The project request includes a Project Permit Specific Plan Adjustment to allow a garage height of 9 feet in lieu of the maximum allowable garage height of 7 feet per Section 6.D of the Westwood Community Multi-Family Specific Plan. The subject site is rectangular, approximately 8,694.5 square feet, and zoned [Q]RD1.5-1XL. The requested entitlements include: 1) Specific Plan Project Permit Compliance; 2) Design Review; 3) Specific Plan Project Permit Adjustment; and 4) Tentative Tract Map.		
ENVIRONMENTAL SETTINGS: The subject site is a rectangular lot, approximately 8,694 square feet in area. It is a corner site that fronts Beverly Glen Boulevard on the west and Ashton Avenue on the north. Beverly Glen Boulevard is an Avenue I and Ashton Avenue is a Local Street in the Mobility Plan 2025. The site is currently improved with a three-unit, two-story apartment home and a one-story detached garage, built in 1940. The subject site is designated Low Medium II Residential land use per the Westwood Community Plan land use map of the General Plan, and is zoned [Q]RD1.5-1XL. Abutting properties also have a multifamily land use designation, ranging from Very High to Low Medium II. The project is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (West LA TIMP), Westwood Community Design Review Board Specific Plan area, and the Westwood Community Multiple Family Residential Development Specific Plan area. The site is in a Methane Zone, a Special Grading Area (BOE Basic Grid Map A-13372), and the Santa Monica Fault Zone. The site is also located in the Devon-Ashton Apartment Historic District per SurveyLA, a district that is eligible for but not yet listed in any local, state, or federal registry of historic resources. The existing three-unit, two-story apartment home is identified as a non-contributor in the District, constructed in 1940 in a Minimal Traditional architectural style.		
PROJECT LOCATION: 10390 - 10392 W. ASHTON AVE., 1234 S. BEVERLY GLEN BLVD.		

COMMUNITY PLAN AREA: WESTWOOD STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: WEST LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: WESTWOOD
EXISTING ZONING: [Q]RD1.5-1XL	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 D.U./1,500 S.F. and FAR 3:1	LA River Adjacent:
GENERAL PLAN LAND USE: LOW MEDIUM II RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1 D.U./1,500 S.F.	
	PROPOSED PROJECT DENSITY: 1 D.U./1,840 S.F.	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Planning Assistant

(213) 978-1376

Signature

Title

Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

Albert Mahanian

PHONE NUMBER:

(310) 486-8438

APPLICANT ADDRESS:

200 S. Barrington Ave., #492012
 Los Angeles, CA 90049

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

03/28/2017

PROPOSAL NAME (if Applicable):

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓
II. AGRICULTURE AND FOREST RESOURCES				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓	
e.	Create objectionable odors affecting a substantial number of people?			✓
IV. BIOLOGICAL RESOURCES				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
V. CULTURAL RESOURCES				

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?				✓
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?				✓
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?				✓
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				✓
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?				✓
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				✓
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?				✓
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?				✓
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?				✓
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?				✓
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?			✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

XVII. TRIBAL CULTURAL RESOURCES

a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✓

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				✓
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✓

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description will not cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that a Negative Declaration shall be issued for the environmental case file known as **ENV-2012-2986-ND** and the associated case(s), **TT-72087-CN, DIR-2013-2966-DRB-SPP-SPPA; DIR-2013-2966-DRB-SPP-SPPA-1A**.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE: City Planning Assistant	TELEPHONE NO.: (213) 978-1376	DATE: 03/29/2017
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Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	NO IMPACT	The project is not located in the vicinity of a scenic vista, and therefore will not have any impacts on any scenic vista.
b.	NO IMPACT	<p>The project site is located in the Devon-Ashton Apartment Historic District per SurveyLA and is designated as a non-contributor. The project will retain the existing two-story, three-unit apartment home and limit development to the rear, away from public view. The project will consist of the demolition of a detached one-story garage, for the construction of one new dwelling unit over a new garage, resulting in four dwelling units on site. The project also includes a minor addition of approximately 55 square feet to the south portion of the existing apartment home which will connect the apartment home to the new structure. The new two-story structure (comprised of one new dwelling unit over a new garage) will replace the existing garage and will be 27.5 feet, matching the height of the existing apartment home and match the height of the adjacent homes in the District. Therefore, the project as proposed will not hurt the eligibility of the District and will be consistent with the surrounding two-story apartment homes in the District as it pertains to building height, architectural style, and massing. This was echoed in the 10390 Ashton Avenue Historic Impacts Analysis, dated August 26, 2016, which found that the project will not impact the historic significance of the surrounding properties in the District, and will not hurt the eligibility of the District. The project is also located in the Westwood Community Design Review Board Specific Plan, which requires review by the Westwood Design Review Board (DRB). The DRB reviewed and recommended conditional approval of the project at its September 21, 2016 public meeting. Lastly, the site is located in the Westwood Community Multifamily Residential Development Specific Plan, which regulates development standards, not design. Therefore, the project as proposed will have no aesthetic impacts in relation to</p>

Impact?	Explanation	Mitigation Measures
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		scenic resources, and historic buildings.	
c.	NO IMPACT	The project involves the demolition of a detached one-story garage, for the construction of one new dwelling unit over a new garage located to the rear of an existing three-unit, two-story apartment home, resulting in four dwelling units. The new garage will replace the existing garage and will be two-stories (one-story dwelling unit over one-story garage) at 27.5 feet, matching the height of the existing apartment home on site and the surrounding apartment homes. Again, the existing apartment home will be retained, which was built in 1940 and the project is limited to the rear of the site, away from public view. Based on the "Solar Energy Feasibility Report", prepared February 20, 2013, the project at 27.5 feet will be: a) consistent with the building height of the surrounding homes and b) the site is separated by streets and an alley on west, north, and east sides. Therefore, there will be no shade impacts to adjacent properties.	
d.	NO IMPACT	The proposed project involves retaining the existing two-story apartment home and limiting development to the rear of the site, away from public view. The project consists of demolishing the existing one-story detached garage and replacing it with a new one-story garage and construction of one-dwelling unit above it for a total height of two stories. The project will match the height of the existing structure on site and will be consistent with the building height of the adjacent two-story apartment homes. Therefore, there will be no impacts.	

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	The proposed project site does not contain properties identified as prime farmland, unique farmland, or farmland of statewide importance as identified by the California Resource Agency. The project will therefore have no impact on agricultural resources.	
b.	NO IMPACT	The proposed project site is not currently zoned for agricultural uses and does not contain properties that have a Williamson Act Contract in effect.	

Impact?	Explanation	Mitigation Measures	
c.	NO IMPACT	The proposed project site is not currently zoned for forest land, timberland, or timberland zoned Timberland Production. The subject site is within an area which is largely designated for residential use. There will be no impact on forest land or timberland.	
d.	NO IMPACT	The proposed project site is within an urbanized region, and in a neighborhood which, is largely designated for residential uses. Therefore the proposed project will not directly or indirectly result in the conversion of any forest land to non-forest use.	
e.	NO IMPACT	The proposed project site is within an urbanized region, and in a neighborhood which, is largely designated for residential uses. The project will not directly or indirectly result in the conversion of any farmland to non-agricultural use or forest land to non-forest use.	

III. AIR QUALITY

a.	NO IMPACT	<p>The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. The project is limited to demolition of an existing one-story detached garage, for the construction of a one-story detached garage and one dwelling unit above it. The project will comply with the City's regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. The project is limited to the demolition of an</p>	
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Impact?	Explanation	Mitigation Measures
	<p>existing detached one-story garage, and the construction of a two-story structure, which will replace the existing one-story garage and add one additional dwelling unit over it for a total of four dwelling units on site. Therefore, there will be no impacts.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Based on published studies for similar projects, during the construction phase the proposed project would not likely exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. Motor vehicles that access the project site would be the predominant source of long-term project operations emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O3), Respirable Particulate Matter (PM10 and PM2.5), and lead (Pb) and a federal attainment/ maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO2), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2,</p>	

Impact?	Explanation	Mitigation Measures
	<p>there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this size (the replacement of a garage with the addition of one dwelling unit above it) will not rise to the project-level SCAQMD localized significance thresholds for criteria air pollutants and impacts would be less than significant.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Based on published studies for similar projects, during the construction phase the proposed project will not rise to the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would not be significant for all construction phases. Motor vehicles that access the project site would be the predominant source of long-term project operations emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in less than significant impacts related to regional operational emissions. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.</p>	
<p>e. NO IMPACT</p>	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and</p>	

Impact?	Explanation	Mitigation Measures
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		<p>the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in no impacts related to objectionable odors.</p>	
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IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	<p>The proposed project site is improved with a two-story, three-unit apartment home with a detached one-story garage. The project involves the demolition and replacement of the garage and the addition of one dwelling unit over it. All trees on site remain. Therefore, there will be no impacts as there will be no habitat modification.</p>	
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	
c.	NO IMPACT	<p>A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with a residential use. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act</p>	

Impact?	Explanation	Mitigation Measures	
	(including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.		
d.	NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and that there will be no trees removed, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. Plus, no trees will be removed as part of the project. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CDFW protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.	
f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the	

Impact?	Explanation	Mitigation Measures
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	proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
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V. CULTURAL RESOURCES

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project includes retaining an existing two-story apartment home and demolishing a detached one-story garage to be replaced by a detached one-story garage and a construction of one dwelling unit above. The apartment home and detached garage were built in 1940 and are listed as non-contributors in the Devon-Ashton Apartment Historic District per SurveyLA. According to the 10390 Ashton Avenue Historic Impacts Analysis, dated August 26, 2016 and prepared by Historic Resource Group, the district would remain eligible for listing in the national and state registries and as a local historical district as the existing two-story apartment home will be retained and the proposed work will be to the rear of the site, away from public view. The project, which includes the replacement of and construction of a detached garage with one new dwelling unit will be consistent with the building height of the existing home on site, as well as consistent with the building height of the surrounding properties. In addition, the new structure (garage with one dwelling unit over it) will match the architectural style of the existing home on site. As a result, the project will not hurt the District's eligibility to be nominated as a Historic District, nor will it change its status as a non-contributor. However, neither residence has been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. The project plans were also reviewed by the Office of Historic Resources, who found the project to be consistent with the surrounding properties, and it will not impact the site and/or to the Historic District. Lastly, the project received</p>
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Impact?	Explanation	Mitigation Measures
	<p>recommended approval from the Westwood Design Review Board (DRB). As part of their approval, the DRB found the project to be compatible with surrounding properties in terms of design, massing, and architectural integrity. Therefore, the proposed new construction (limited to the rear of the site, away from public view) will have no impact on a historic resource.</p>	
b. NO IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed project. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, there will be no impacts.</p>	
c. NO IMPACT	<p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The project is limited to approximately 15 cubic yards of excavation and no importing of dirt. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a</p>	

Impact?	Explanation	Mitigation Measures
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		<p>qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, there will be no impacts.</p>	
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d.	NO IMPACT	<p>A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. The project is limited to approximately 15 cubic yards of excavation and no importing of dirt. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, there will be no impacts.</p>	
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VI. GEOLOGY AND SOILS

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of</p>	
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Impact?	Explanation	Mitigation Measures
	<p>Conservation Special Studies Zone Map, the subject site is within the Santa Monica Fault Zone (USGS), but is not located in an Alquist-Priolo Zone (ZIMAS). However, due to the intense seismic environment of Southern California, there is always a potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.</p>	
b. NO IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, there</p>	

Impact?	Explanation	Mitigation Measures
	will be no impacts related to strong seismic ground shaking.	
c. NO IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impacts related to seismic-related ground failure, including liquefaction would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e. NO IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. However, the project will only require approximately 15 cubic yards of exported dirt. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In	

Impact?	Explanation	Mitigation Measures
	<p>addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, no impacts would occur with respect to erosion or loss of topsoil.</p>	
f. NO IMPACT	<p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would have no impacts.</p>	

Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT	<p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils. Therefore, there will be no impacts.</p>	
h.	NO IMPACT	<p>A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project, which includes the addition of one new dwelling unit would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, there will be no impacts.</p>	

VII. GREEN HOUSE GAS EMISSIONS

a.	NO IMPACT	<p>Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No.181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies</p>	
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Impact?	Explanation	Mitigation Measures
	aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and there will be no impacts.	
b. NO IMPACT	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential development. It is located approximately 400 feet south of a major bus stop at Wilshire Boulevard and Beverly Glen Boulevard, serviced by the Metro Rapid 720 and the Metro Line 20) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in no impact related to plans that target the reduction of GHG emissions.</p>	
VIII. HAZARDS AND HAZARDOUS MATERIALS		
a. NO IMPACT	<p>The proposed project of four dwelling units will not require the routine transport, use, or disposal of materials which are flammable or hazardous outside of the day-to-day cleaning materials. No impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing two-story, three-unit apartment home and detached garage were built in 1940 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of the garage would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting no impacts.</p>	
c.	NO IMPACT	<p>Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The subject site is within one-quarter mile of an existing school. The closest school is the Sinai Akiba School (approximately 0.17 mile). However, the project includes the demolition of an existing one-story detached garage, for the construction of a one-story garage with one new dwelling unit above it (to be two-stories) and would not require routine transport, use, or disposal of hazardous materials. Thus, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste and would not require the daily use of chemicals outside of the day-to-day cleaning materials. Therefore, the proposed project is not expected to result in emissions of hazardous materials within one-quarter mile of an existing or proposed school or other sensitive receptors and would have no impacts.</p>	

Impact?	Explanation	Mitigation Measures	
d.	NO IMPACT	<p>A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.</p>	
e.	NO IMPACT	<p>The subject site is not located within an airport hazard zone (ZIMAS). The closest airports are the Santa Monica Airport (approximately 3.35 miles), and Los Angeles International Airport (approximately 7.5 miles). Furthermore, the project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore no impact would occur.</p>	
f.	NO IMPACT	<p>The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.</p>	
g.	NO IMPACT	<p>The proposed project, maintenance of an existing two-story, three-unit apartment home and the demolition of an existing one-story garage, for the construction of a one-story garage with a one-unit addition on top (two-stories) for a total four dwelling units on site will not interfere with any emergency response plan or emergency evacuation plan specifying the appropriate actions to be undertaken with regard to emergency situations such as warning systems, evacuation plans/procedures, and emergency action</p>	

Impact?	Explanation	Mitigation Measures
	<p>plans. The proposed project will be required to meet all fire and safety requirements of the Department of Building and Safety, the Los Angeles Police Department, and the Los Angeles Fire Department. The subject site is at the southeast corner of Ashton Ave. and Beverly Glen Blvd., and is an emergency access route. Vehicular access to the garage is on Ashton Ave. via the alley that abuts the eastern property line. Thus, there will not be significant impacts on access to Beverly Glen Blvd. No aspects of the project would inhibit access to hospitals, emergency response centers, school locations, communication facilities, highways and bridges, or airports. Further, the project would comply with all applicable City policies related to disaster preparedness and emergency response. In summary, the proposed project does not include permanent changes in public through-traffic flow or impair access to a route heavily relied on by emergency services, and the project is not expected to impair emergency evacuation or response. Therefore, there will be no impacts.</p>	
h. NO IMPACT	<p>The subject site is not located in a Very High Fire Hazard Severity zone, Fire District No.1 (ZIMAS), Brush Fire Hazard area, or Inadequate Fire Hydrant Service area (Environmental and Public Facilities Maps 1996). The subject site is located in a developed and urbanized region, and therefore would not expose people and/or structures to a significant loss, injury, or death involving wildland fires. In addition, the proposed structure is not expected to increase the fire hazard in the project area and will be required to meet all fire safety requirements of the Department of Building and Safety and the Los Angeles Fire Department. Therefore, no impacts are anticipated to occur.</p>	
IX. HYDROLOGY AND WATER QUALITY		
a. NO IMPACT	<p>A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board</p>	

Impact?	Explanation	Mitigation Measures
	<p>(LARWQCB). Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. The project includes an addition of one dwelling unit to a site that will be retaining an existing two-story, three-unit apartment home. The project is an infill development and therefore, would result in no impacts.</p>	
b. NO IMPACT	<p>A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing two-story, three-unit apartment home and detached garage were built in 1940 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of the garage would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to</p>	

Impact?	Explanation	Mitigation Measures
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		1979. Compliance with existing State laws regarding removal would be required, resulting no impacts.	
c.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in no impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.	
d.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result no impacts related to the alteration of drainage patterns and on- or off-site flooding.	
e.	NO IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system.	

Impact?	Explanation	Mitigation Measures
	<p>Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. The project involves the export of approximately 15 cubic yards with no import of dirt. Therefore, the proposed project would have no impacts related to existing storm drain capacities or water quality.</p>	
f.	<p>NO IMPACT</p> <p>The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.</p>	
g.	<p>NO IMPACT</p> <p>The subject site is not located in a 100-year flood plain (Environmental and Public Facilities Maps 1996 & Navigate LA) or in a Flood Zone (ZIMAS & Navigate LA). No impact would occur.</p>	
h.	<p>NO IMPACT</p> <p>The subject site is not located in a 100-year flood plain (Environmental and Public Facilities Maps 1996 & Navigate LA) or in a Flood Zone (ZIMAS & Navigate LA). No impact would occur.</p>	
i.	<p>NO IMPACT</p> <p>The subject site is not located in a floodcontrol basin or a potential inundation area and is not in the vicinity of a dam or levee (Environmental and Public Facilities Maps 1996). No impact would occur</p>	
j.	<p>NO IMPACT</p> <p>A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 5.5 miles east of</p>	

Impact?	Explanation	Mitigation Measures
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	the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	
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X. LAND USE AND PLANNING

a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project is an infill development in an urbanized area in Los Angeles, and would not divide an established community. Therefore, no impact would occur.	
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b.	NO IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The subject site is within the Westwood Community Multi-Family Specific Plan area and is currently zoned [Q]RD1.5-1XL which permits development up to a Floor Area Ratio (FAR) of 3:1 and height of 30 feet, a density of 1,500 sq. ft. of lot area per dwelling unit (LAMC), and the Q condition requires design review by the Westwood Design Review Board. The subject site is 8,694.5 sq. ft. and allows 6 units. It also allows approximately 26,008 sq. ft. of floor area. The maximum allowable height is 30 feet, and the project does not exceed this limit. Thus, the project's 1,400 sq. ft. of residential floor area is consistent with both the LAMC and the Specific Plan requirements. Some purposes of the Specific Plan are to enhance the future development of the area by establishing coordinated and comprehensive standards for parking, height, design, building massing, open space, and landscaping for new projects in the area and to promote orderly, attractive, and	
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Impact?	Explanation	Mitigation Measures
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		<p>harmonious multiple-family residential development in the Westwood community which takes into consideration the architectural character and environmental setting of the community. In addition, the project is consistent with the surrounding properties within the Devon-Ashton Apartment Historic District. The Westwood Community Design Review Board reviewed the application and accompanying materials in relation to compliance with the design components and criteria set forth in the Specific Plan, and recommended conditional approval to the Director of Planning. The subject site is also within the West LA Transportation Improvement and Mitigation Specific Plan (TIMP) area. This TIMP, administered by LADOT, imposes measures to mitigate traffic impacts and imposes fees that are applied to transportation infrastructure improvements. The proposed project will conform to the TIMP, but as a residential project, the proposed project is exempt from the fees. The proposed project also conforms to regional plans adopted to address air quality and transportation impacts, including the Southern California Assoc. of Governments Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Standard. The project site is within the boundaries of an Interim Control Ordinance (no. 183,497) which prohibits the issuance of building permits for certain residential developments; however, the proposed project is exempt because it will retain the existing 2-story, 3-unit apartment home and limit construction to the rear of the site (replacing the existing garage with the addition of 1 new d.u above a new garage). Thus, the proposed project would not conflict with applicable land use plans, policies, and regulation. There will be no impacts.</p>	
c.	NO IMPACT	<p>A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.</p>	

XI. MINERAL RESOURCES

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	<p>The project site is located in an urbansetting which already developed primarily with multi-family buildings, and is therefore not likely to be a suitable site for mining of any sort, surface or otherwise. There is no knowledge of the presence of mineral resources that would be of value to the region and residents of the state on the project site; subsequently, the project is not expected to result in the loss of availability of said mineral resources. The project site is not located in a known Oil Field (NavigateLA) or in a known area of mineral resources (Environmental and Public Facilities Maps 1996). Therefore, there will be no impacts.</p>	
b.	NO IMPACT	<p>The project site is not delineated on theCity's General Plan Framework, Westwood Community Plan, Westwood Community Multi-family Specific Plan, nor any other land use plan as a locally-important mineral resource recovery site. Therefore, there will be no impacts.</p>	

XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	<p>The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses</p>	
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Impact?	Explanation	Mitigation Measures
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		unless technically infeasible. Therefore, any impacts would be minimized to a less than significant level.	
b.	LESS THAN SIGNIFICANT IMPACT	Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less than significant impact related to construction vibration.	
c.	NO IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed project. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, there will be no impacts.	
d.	NO IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, there will be no impacts regarding construction and operational noise and vibration.	
e.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	

Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	<p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.</p>	
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XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	<p>The project will retain the existing two-story, three-unit apartment home on site, resulting in a net increase of one-unit. The project site is located in an urban setting which is already developed primarily with multi-family residences. The project site is currently zoned [Q]RD1.5-1XL (Multiple Dwelling Zone). The Westwood Community Plan land use designation for the site is Low Medium II Residential. Based on the persons-per-household rate for the Westwood Community Plan area, the project would generate approximately 8 residents at the project site. The type of land use proposed as part of the project (multi-family residential) and the number of total dwelling units (4) are allowed as a "by-right" project at the project site. The existing zoning, land use designation, and the City's General Plan buildout already take into account the number of dwelling units and residential population associated with the project. Additionally, project traffic would use existing roadways, and the project would not include the development of any new roads. Also, the project would extend utility infrastructure onto the project site from existing utility infrastructure in the project area. For these reasons, the project would not induce substantial population growth and project impacts related to population and housing. Therefore, any impacts would be less than significant.</p>	
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b.	NO IMPACT	<p>No dwelling units will be replaced as a result of the project. The existing two-story, three-unit apartment home on site will be retained and the project will be limited to the rear resulting in a net increase of one dwelling unit, for a total of four dwelling units. Therefore, there will be no impacts.</p>	
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Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	No existing residents will be replaced as the existing two-story, three-unit apartment home on site will be retained and the project will be limited to the rear resulting in a net increase of one dwelling unit, for a total of four dwelling units. Therefore, there will be no impacts.	
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XIV. PUBLIC SERVICES

a.	NO IMPACT	The project site is located in an urban setting which is already developed primarily with multi-family residences. The project site is currently zoned [Q]RD1.5-1XL (Multiple Dwelling Zone). The Westwood Community Plan land use designation for the site is Low Medium II Residential. Based on the persons-per-household rate for the Westwood Community Plan area, the project would generate approximately 8 residents at the project site. The type of land use proposed as part of the project (multi-family residential) and the number of dwelling units (4) are allowed as a "by-right" project at the project site. The existing zoning, land use designation, and the City's General Plan buildout already take into account the number of dwelling units and residential population associated with the project. Additionally, project traffic would use existing roadways, and the project would not include the development of any new roads. Also, the project would extend utility infrastructure onto the project site from existing utility infrastructure in the project area. For these reasons, the project would not induce substantial population growth and project impacts related to population and housing. Therefore, there will be no impacts.	
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b.	NO IMPACT	The subject site is served by the Los Angeles Police Department, West Los Angeles Area Division located at 1663 Butler Ave. (approximately 2.6 miles southwest). The proposed project will be reviewed by the Los Angeles Police Department, and will comply with public safety requirements and policies. The proposed project involves a net increase of two dwelling units and therefore will not likely generate the need to construct new or expanded public safety facilities. The impact will be less than significant.	
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Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>The subject site is served by the Los Angeles Unified School District (LAUSD) and will comply with requirement to pay fees to support LAUSD. The proposed project involves a net increase of one dwelling unit and would generate a total of approximately one student according to the LAUSD, Student Generation Rate calculation. Therefore, the project will not generate the need to construct new or expanded school facilities. The impact will be less than significant.</p>	
d.	NO IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of one-unit, which could result in negligible increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in no impact on park facilities.</p>	
e.	NO IMPACT	<p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of one-unit, which would result in a negligible increase in demand for library services and resources of the Los Angeles Public Library System. The proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in</p>	

Impact?	Explanation	Mitigation Measures
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	order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in no impact on other public facilities.	
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XV. RECREATION

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The project consists of a net increase of one dwelling unit for a total of four-units on site, as the existing two-story, three-unit apartment home will be retained. The four-units would generate an estimated 8 residents. The nearest public park is Holmby Park and the minimal increase in number of residents that may use park facilities, as a result of the project, is not likely to contribute to the deterioration of existing facilities. The project satisfies requirement for on site open space per the LAMC and Specific Plan, which will mitigate some of the additional demand for park and recreation space. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through the existing on site open space. The proposed project's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Thus, there will be no impacts to park and recreational facilities.</p>	
b.	NO IMPACT	The project does not propose the construction or expansion of public recreational facilities. No impact will occur.	

XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	The project is located within the West Los Angeles Transportation Improvement and Mitigation (WLA TIMP) Specific Plan. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences	
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Impact?	Explanation	Mitigation Measures
	<p>increased traffic congestion exceeding the Los Angeles Department of Transportation's (LADOT) recommended level of service. Although the new project will result in an increase in trips, the increase does not exceed the LADOT threshold of 36 units to require a traffic analysis. Therefore, any impacts would be less than significant.</p>	
b. NO IMPACT	<p>The project will result in the net increase of one dwelling unit for the total of four-units on site. A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The project will not result in an increase in trips, the increase would not add more than 50 trips during either the a.m. or p.m. peak hours. Therefore, no impacts would occur.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazardous conditions. The proposed</p>	

Impact?	Explanation	Mitigation Measures
	<p>project would not include unusual or hazardous design features. The proposed project will include a fully enclosed parking configuration of four parking spaces side by side, and the addition of two new parking spaces in tandem layout. The new garage will also include four bicycle parking spaces. Therefore by design, the project will not conflict with pedestrian circulation in the project area as all parking for the site will be fully enclosed within the new garage. This is the same design as existing conditions, with two new parking spaces (in tandem layout). That is, four existing parking spaces for the existing three-units on-site, and a net increase of two new parking spaces (in tandem layout). The garage opening will front an existing alley, which is the same condition as the existing detached garage proposed for demolition. The Department of Transportation, (LADOT), the Department of Building & Safety, and the Bureau of Engineering reviewed the proposed parking plan (see Exhibit 1 attached) and determined it to be consistent with the design of parking plans with tandem spaces fronting an alley. In addition, they determined that the proposed parking configuration does not have any unique features that would produce a safety concern and/or hazard due to the design. Therefore, impacts will be less than significant.</p>	
e. NO IMPACT	<p>A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project is located on Beverly Glen Blvd. which is an adopted emergency response route. Vehicular access is, and will continue to be off the existing alley to the rear (east) of the site exiting into Ashton Ave.</p>	
f. NO IMPACT	<p>A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project is located on Beverly Glen Blvd. which is an adopted</p>	

Impact?	Explanation	Mitigation Measures
	<p>emergency response route. In addition, vehicular access to the garage is on Ashton Ave. via the alley that abuts the eastern property line. Thus, there will be no impacts on access to Beverly Glen Blvd. Development of the via the alley that abuts the eastern property line. Thus, there will not be significant impacts on access to Beverly Glen Blvd.</p> <p>Development of the project site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the proposed project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. The proposed project would be subject to the review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. The proposed project would satisfy the emergency response requirements of the LAFD. Furthermore, as discussed above, there are no hazardous design features included in the access design or site plan for the proposed project that could impede emergency access. Therefore, there will be no impact.</p>	

XVII. TRIBAL CULTURAL RESOURCES

a.	NO IMPACT		
b.	NO IMPACT		

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	NO IMPACT	<p>The proposed project involves a net increase of 1 dwelling unit. The proposed project will connect to the City's existing wastewater treatment facilities. The project is unlikely to result in development which exceeds the current wastewater treatment loads established by the Regional Water Quality Control Board. Therefore, there will be no impacts.</p>	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	<p>A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The project involves the net increase of one-unit for a total of four-units on site. The proposed project will connect to the City's existing water and wastewater treatment facilities. The project is not expected to create a need to expand these existing facilities. The impact on water and wastewater treatment facilities will not occur.</p>	
c.	NO IMPACT	<p>The project will retain the existing two-story, three-unit apartment home and provide a net increase of one-unit for a total of four-units on site. As such, the project is not expected to result in increased demand on the City's stormwater drainage facilities. Therefore, no impact on stormwater drainage facilities would occur.</p>	
d.	NO IMPACT	<p>A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the City of Los Angeles CEQA Thresholds Guide, the determination of whether the project results in a significant impact on water shall be made considering the following factors; (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project build-out; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts. The proposed project involves the net increase of one-unit. Therefore, the project is not expected to create a substantial demand for water, nor have the potential to make a cumulatively considerable contribution to impacts on existing water supplies for the area. Conformance with the LAGreen Building Code will require conservation of water use within the building and for</p>	

Impact?	Explanation	Mitigation Measures
	landscaping. The project must also comply with Ordinance No. 170,978 (Wastewater Management Ordinance) regarding water conservation measures in landscape, installation and maintenance. Therefore, impacts on water supply will not occur.	
e. NO IMPACT	The project site is currently serviced by the City of Los Angeles Hyperion Wastewater Treatment Facility. The project involves the net increase of one unit. Therefore, the project is expected to create a negligible increase in demand on the City's existing wastewater treatment facilities. The project will result in a net increase in wastewater, in generating 480 gallons. This is less than the 4,000 gallons per day threshold of significance of Los Angeles CEQA Thresholds Guide. Therefore, project impacts related to wastewater treatment will not occur.	
f. NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.	
g. NO IMPACT	A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the proposed project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939). The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan (CiSWMPP), which is the long-range solid waste management policy for the City, and the Source Reduction and Recycling Element (SRRE), which is the strategic action policy plan for diverting solid waste from landfills. The project would also comply with applicable regulatory	

Impact?	Explanation	Mitigation Measures
	<p>measures, including the provisions of City of Los Angeles Ordinance No. 171,687 with regard to all new construction; the provision of permanent, clearly marked, durable, source sorted bins to facilitate the separation and deposit of recyclable materials; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction. With the implementation of the regulatory measures, waste generated by the project would not significantly alter the projected timeline for landfills within the region to reach capacity. The proposed project will comply with local, State, and federal regulations. Therefore, impacts are anticipated to be less than significant.</p>	

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	NO IMPACT	<p>For the purpose of this analysis, a significant impact could occur if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections. The project involves the demolition of a detached one-story garage, for the construction of one new dwelling unit over a new garage located to the rear of an existing three-unit, two-story apartment home, resulting in four dwelling units. The new garage will replace the existing garage and will be two-stories (one-story dwelling unit over one-story garage) at 27.5 feet, matching the height of the existing apartment home. The subject site is located in a developed and urbanized region that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Moreover, the subject site has not been identified as being a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996). The subject site lacks any riparian habitat or other sensitive natural community, and does not contain any wetlands. The subject site is identified as being within an area of historical significance; however, the existing building is not a contributor to the district and the proposed project will not have impacts on the historic district. Although, the subject site is not in the</p>	
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Impact?	Explanation	Mitigation Measures
	<p>vicinity of an Archaeological Survey Area and an Archaeological Site (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map), there may be a possibility for the discovery of unrecorded archaeological resources during the proposed grading activity. The subject site and vicinity are not identified as being located in a Vertebrate Paleontological Area (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). It is possible that site excavation could uncover paleontological resources. Compliance with the City's Standard Conditions of Approval will ensure that if any previously unknown archeological or paleontological resources are discovered during the excavation period of construction, such resources will be handled properly and will not have impacts.</p>	
b. NO IMPACT	<p>A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed cumulatively. The project site is located in an urban setting which is developed primarily with multi-family residences. The proposed project involves the demolition of a detached one-story garage, for the construction of one new dwelling unit over a new garage located to the rear of an existing three-unit, two-story apartment home, resulting in four dwelling units. The new garage will replace the existing garage and will be two-stories (one-story dwelling unit over one-story garage) at 27.5 feet, matching the height of the existing apartment home. Therefore, the possibility of resulting cumulative impacts in the vicinity is not likely. Any development activity which may occur is most likely to comply with all applicable federal, State, and City regulations that would preclude significant cumulative impacts with regard to geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. Compliance with City regulations would ensure that any cumulative impacts related to aesthetics and land use would</p>	

Impact?	Explanation	Mitigation Measures
	<p>be less than significant. Furthermore, an increase in area population resulting from the proposed project and other development activity in the area are anticipated to be within City and SCAG forecasts; therefore, less than significant cumulative impacts to population and housing are anticipated. Similarly, the demands on public services such as fire and police protection, schools, parks, recreation, and solid waste generation resulting from the proposed project and other development activity in the area are anticipated to be less than significant, as described herein. As service providers conduct on-going evaluations to ensure that facilities are adequate to service the forecasted growth of the community, the cumulative impact related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/ planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities will not have impacts and no mitigation measures are required.</p>	
c.	<p>NO IMPACT</p> <p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the previous sections of this document. Based on the preceding environmental analysis the proposed project would not have significant environmental effect on human being, either directly or indirectly. The project is minimal and will comply with the City's regulatory compliance measures. The project would be subject to regulatory compliance measures.</p>	

