Appendix A

AQ and GHG Modeling

800 South Fairfax Avenue Existing - Los Angeles-South Coast County, Summer

800 South Fairfax Avenue Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	40.00	Dwelling Unit	1.06	32,885.00	114

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Vehicle Trips - Overland Traffic Consultants Inc. CEQA Transportation Assessment; December 2019

Woodstoves - Google Earth

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	40.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	40,000.00	32,885.00

tblLandUse	LotAcreage	2.50	1.06
tblVehicleTrips	ST_TR	7.16	7.32
tblVehicleTrips	WD_TR	6.59	7.32
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870
Energy	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
Mobile	0.6157	2.8947	8.4708	0.0276	2.1276	0.0275	2.1551	0.5695	0.0258	0.5952		2,801.2299	2,801.2299	0.1518		2,805.0258
Total	**1.4407**	**3.0755**	**11.8425**	**0.0287**	**2.1276**	**0.0572**	**2.1849**	**0.5695**	**0.0555**	**0.6250**	**0.0000**	**2,989.1680**	**2,989.1680**	**0.1611**	**3.3400e-003**	**2,994.1904**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870
Energy	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776

Mobile	0.6157	2.8947	8.4708	0.0276	2.1276	0.0275	2.1551	0.5695	0.0258	0.5952		2,801.2299	2,801.2299	0.1518		2,805.0258
Total	**1.4407**	**3.0755**	**11.8425**	**0.0287**	**2.1276**	**0.0572**	**2.1849**	**0.5695**	**0.0555**	**0.6250**	**0.0000**	**2,989.1680**	**2,989.1680**	**0.1611**	**3.3400e-003**	**2,994.1904**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6157	2.8947	8.4708	0.0276	2.1276	0.0275	2.1551	0.5695	0.0258	0.5952		2,801.2299	2,801.2299	0.1518		2,805.0258
Unmitigated	0.6157	2.8947	8.4708	0.0276	2.1276	0.0275	2.1551	0.5695	0.0258	0.5952		2,801.2299	2,801.2299	0.1518		2,805.0258

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	292.80	292.80	242.80	976,134	976,134
Total	292.80	292.80	242.80	976,134	976,134

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH

Apartments Low Rise	0.54772	0.04543	0.20148	0.12276	0.01661	0.00609	0.01932	0.02917	0.00243	0.00235	0.00500	0.00067	0.00090

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
NaturalGas Unmitigated	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1546.97	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
Total		**0.0167**	**0.1426**	**0.0607**	**9.1000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**		**181.9961**	**181.9961**	**3.4900e-003**	**3.3400e-003**	**183.0776**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.54697	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
Total		**0.0167**	**0.1426**	**0.0607**	**9.1000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**		**181.9961**	**181.9961**	**3.4900e-003**	**3.3400e-003**	**183.0776**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870
Unmitigated	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1008	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182		5.9421	5.9421	5.7900e-003		6.0870
Total	**0.8083**	**0.0383**	**3.3110**	**1.7000e-004**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**5.9421**	**5.9421**	**5.7900e-003**	**0.0000**	**6.0870**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1008	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182		5.9421	5.9421	5.7900e-003		6.0870
Total	**0.8083**	**0.0383**	**3.3110**	**1.7000e-004**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**5.9421**	**5.9421**	**5.7900e-003**	**0.0000**	**6.0870**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

800 South Fairfax Avenue Existing - Los Angeles-South Coast County, Annual

800 South Fairfax Avenue Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	40.00	Dwelling Unit	1.06	32,885.00	114

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Vehicle Trips - Overland Traffic Consultants Inc. CEQA Transportation Assessment; December 2019

Woodstoves - Google Earth

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	40.00
tblFireplaces	NumberWood	2.00	0.00

tblLandUse	LandUseSquareFeet	40,000.00	32,885.00
tblLandUse	LotAcreage	2.50	1.06
tblVehicleTrips	ST_TR	7.16	7.32
tblVehicleTrips	WD_TR	6.59	7.32
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1417	4.7900e-003	0.4139	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6738	0.6738	6.6000e-004	0.0000	0.6903
Energy	3.0400e-003	0.0260	0.0111	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	121.8771	121.8771	2.7400e-003	1.0000e-003	122.2439
Mobile	0.1040	0.5386	1.4498	4.7200e-003	0.3705	4.8800e-003	0.3754	0.0993	4.5800e-003	0.1039	0.0000	435.2870	435.2870	0.0243	0.0000	435.8933
Waste						0.0000	0.0000		0.0000	0.0000	3.7350	0.0000	3.7350	0.2207	0.0000	9.2534
Water						0.0000	0.0000		0.0000	0.0000	0.8268	29.0671	29.8939	0.0856	2.1500e-003	32.6740
Total	**0.2487**	**0.5694**	**1.8747**	**4.9100e-003**	**0.3705**	**9.2600e-003**	**0.3798**	**0.0993**	**8.9600e-003**	**0.1083**	**4.5618**	**586.9050**	**591.4668**	**0.3340**	**3.1500e-003**	**600.7548**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Area	0.1417	4.7900e-003	0.4139	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6738	0.6738	6.6000e-004	0.0000	0.6903
Energy	3.0400e-003	0.0260	0.0111	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	121.8771	121.8771	2.7400e-003	1.0000e-003	122.2439
Mobile	0.1040	0.5386	1.4498	4.7200e-003	0.3705	4.8800e-003	0.3754	0.0993	4.5800e-003	0.1039	0.0000	435.2870	435.2870	0.0243	0.0000	435.8933
Waste						0.0000	0.0000		0.0000	0.0000	3.7350	0.0000	3.7350	0.2207	0.0000	9.2534
Water						0.0000	0.0000		0.0000	0.0000	0.8268	29.0671	29.8939	0.0856	2.1500e-003	32.6740
Total	**0.2487**	**0.5694**	**1.8747**	**4.9100e-003**	**0.3705**	**9.2600e-003**	**0.3798**	**0.0993**	**8.9600e-003**	**0.1083**	**4.5618**	**586.9050**	**591.4668**	**0.3340**	**3.1500e-003**	**600.7548**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1040	0.5386	1.4498	4.7200e-003	0.3705	4.8800e-003	0.3754	0.0993	4.5800e-003	0.1039	0.0000	435.2870	435.2870	0.0243	0.0000	435.8933
Unmitigated	0.1040	0.5386	1.4498	4.7200e-003	0.3705	4.8800e-003	0.3754	0.0993	4.5800e-003	0.1039	0.0000	435.2870	435.2870	0.0243	0.0000	435.8933

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	292.80	292.80	242.80	976,134	976,134

Total	292.80	292.80	242.80	976,134	976,134

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547726	0.045437	0.201486	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005006	0.000671	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	91.7456	91.7456	2.1700e-003	4.5000e-004	91.9334
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	91.7456	91.7456	2.1700e-003	4.5000e-004	91.9334
NaturalGas Mitigated	3.0400e-003	0.0260	0.0111	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.1315	30.1315	5.8000e-004	5.5000e-004	30.3106
NaturalGas Unmitigated	3.0400e-003	0.0260	0.0111	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.1315	30.1315	5.8000e-004	5.5000e-004	30.3106

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr									MT/yr					
Apartments Low Rise	564643	3.0400e-003	0.0260	0.0111	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.1315	30.1315	5.8000e-004	5.5000e-004	30.3106
Total		**3.0400e-003**	**0.0260**	**0.0111**	**1.7000e-004**		**2.1000e-003**	**2.1000e-003**		**2.1000e-003**	**2.1000e-003**	**0.0000**	**30.1315**	**30.1315**	**5.8000e-004**	**5.5000e-004**	**30.3106**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	564643	3.0400e-003	0.0260	0.0111	1.7000e-004		2.1000e-003	2.1000e-003		2.1000e-003	2.1000e-003	0.0000	30.1315	30.1315	5.8000e-004	5.5000e-004	30.3106
Total		**3.0400e-003**	**0.0260**	**0.0111**	**1.7000e-004**		**2.1000e-003**	**2.1000e-003**		**2.1000e-003**	**2.1000e-003**	**0.0000**	**30.1315**	**30.1315**	**5.8000e-004**	**5.5000e-004**	**30.3106**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	164725	91.7456	2.1700e-003	4.5000e-004	91.9334
Total		**91.7456**	**2.1700e-003**	**4.5000e-004**	**91.9334**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	164725	91.7456	2.1700e-003	4.5000e-004	91.9334
Total		**91.7456**	**2.1700e-003**	**4.5000e-004**	**91.9334**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1417	4.7900e-003	0.4139	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6738	0.6738	6.6000e-004	0.0000	0.6903
Unmitigated	0.1417	4.7900e-003	0.4139	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6738	0.6738	6.6000e-004	0.0000	0.6903

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1188					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0126	4.7900e-003	0.4139	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6738	0.6738	6.6000e-004	0.0000	0.6903
Total	**0.1417**	**4.7900e-003**	**0.4139**	**2.0000e-005**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**0.6738**	**0.6738**	**6.6000e-004**	**0.0000**	**0.6903**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1188					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0126	4.7900e-003	0.4139	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6738	0.6738	6.6000e-004	0.0000	0.6903
Total	**0.1417**	**4.7900e-003**	**0.4139**	**2.0000e-005**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**0.6738**	**0.6738**	**6.6000e-004**	**0.0000**	**0.6903**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			

Mitigated	29.8939	0.0856	2.1500e-003	32.6740
Unmitigated	29.8939	0.0856	2.1500e-003	32.6740

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.60616 / 1.64301	29.8939	0.0856	2.1500e-003	32.6740
Total		**29.8939**	**0.0856**	**2.1500e-003**	**32.6740**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	2.60616 / 1.64301	29.8939	0.0856	2.1500e-003	32.6740
Total		**29.8939**	**0.0856**	**2.1500e-003**	**32.6740**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.7350	0.2207	0.0000	9.2534
Unmitigated	3.7350	0.2207	0.0000	9.2534

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	18.4	3.7350	0.2207	0.0000	9.2534
Total		**3.7350**	**0.2207**	**0.0000**	**9.2534**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	18.4	3.7350	0.2207	0.0000	9.2534
Total		**3.7350**	**0.2207**	**0.0000**	**9.2534**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

800 South Fairfax Avenue Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	40.00	Dwelling Unit	1.06	32,885.00	114

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Vehicle Trips - Overland Traffic Consultants Inc. CEQA Transportation Assessment; December 2019

Woodstoves - Google Earth

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	40.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	40,000.00	32,885.00

tblLandUse	LotAcreage	2.50	1.06
tblVehicleTrips	ST_TR	7.16	7.32
tblVehicleTrips	WD_TR	6.59	7.32
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870
Energy	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
Mobile	0.5992	2.9767	8.0492	0.0262	2.1276	0.0276	2.1552	0.5695	0.0259	0.5953		2,664.9573	2,664.9573	0.1510		2,668.7324
Total	**1.4242**	**3.1575**	**11.4209**	**0.0273**	**2.1276**	**0.0574**	**2.1850**	**0.5695**	**0.0556**	**0.6251**	**0.0000**	**2,852.8955**	**2,852.8955**	**0.1603**	**3.3400e-003**	**2,857.8969**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870
Energy	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776

Mobile	0.5992	2.9767	8.0492	0.0262	2.1276	0.0276	2.1552	0.5695	0.0259	0.5953		2,664.9573	2,664.9573	0.1510		2,668.7324
Total	**1.4242**	**3.1575**	**11.4209**	**0.0273**	**2.1276**	**0.0574**	**2.1850**	**0.5695**	**0.0556**	**0.6251**	**0.0000**	**2,852.8955**	**2,852.8955**	**0.1603**	**3.3400e-003**	**2,857.8969**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5992	2.9767	8.0492	0.0262	2.1276	0.0276	2.1552	0.5695	0.0259	0.5953		2,664.9573	2,664.9573	0.1510		2,668.7324
Unmitigated	0.5992	2.9767	8.0492	0.0262	2.1276	0.0276	2.1552	0.5695	0.0259	0.5953		2,664.9573	2,664.9573	0.1510		2,668.7324

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	292.80	292.80	242.80	976,134	976,134
Total	292.80	292.80	242.80	976,134	976,134

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547726	0.04543	0.20148	0.122768	0.016614	0.00609	0.019326	0.029174	0.002438	0.002356	0.005008	0.000673	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
NaturalGas Unmitigated	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1546.97	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
Total		**0.0167**	**0.1426**	**0.0607**	**9.1000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**		**181.9961**	**181.9961**	**3.4900e-003**	**3.3400e-003**	**183.0776**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.54697	0.0167	0.1426	0.0607	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.9961	181.9961	3.4900e-003	3.3400e-003	183.0776
Total		**0.0167**	**0.1426**	**0.0607**	**9.1000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**		**181.9961**	**181.9961**	**3.4900e-003**	**3.3400e-003**	**183.0776**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870
Unmitigated	0.8083	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182	0.0000	5.9421	5.9421	5.7900e-003	0.0000	6.0870

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.1008	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182		5.9421	5.9421	5.7900e-003		6.0870
Total	**0.8083**	**0.0383**	**3.3110**	**1.7000e-004**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**5.9421**	**5.9421**	**5.7900e-003**	**0.0000**	**6.0870**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0564					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6511					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1008	0.0383	3.3110	1.7000e-004		0.0182	0.0182		0.0182	0.0182		5.9421	5.9421	5.7900e-003		6.0870
Total	**0.8083**	**0.0383**	**3.3110**	**1.7000e-004**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**5.9421**	**5.9421**	**5.7900e-003**	**0.0000**	**6.0870**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

800 South Fairfax Avenue Future - Los Angeles-South Coast County, Summer

800 South Fairfax Avenue Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	239.00	Space	0.00	95,600.00	0
Fast Food Restaurant w/o Drive Thru	0.00	1000sqft	0.00	0.00	0
High Turnover (Sit Down Restaurant)	2.65	1000sqft	0.05	2,653.00	0
Apartments Mid Rise	209.00	Dwelling Unit	1.00	182,632.00	573

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information. Population based on 2.79 persons per dwelling unit

Construction Phase - Developer information

Trips and VMT - Assumes 10 CY capacity per haul truck

Demolition - Assumes 5,700 cubic yards of material at 800 lb/CY

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. CEQA Transportation Assessment; December 2020

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies for fugitive dust

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	123.00
tblConstructionPhase	NumDays	200.00	695.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	4.00	87.00
tblFireplaces	NumberGas	177.65	0.00
tblFireplaces	NumberNoFireplace	20.90	209.00
tblFireplaces	NumberWood	10.45	0.00
tblGrading	AcresOfGrading	32.63	1.50
tblGrading	MaterialExported	0.00	17,000.00
tblLandUse	LandUseSquareFeet	209,000.00	182,632.00
tblLandUse	LotAcreage	2.15	0.00
tblLandUse	LotAcreage	0.06	0.05
tblLandUse	LotAcreage	5.50	1.00
tblLandUse	Population	598.00	573.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	225.00	570.00
tblTripsAndVMT	HaulingTripNumber	2,125.00	1,700.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.55
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	158.37	31.63
tblVehicleTrips	SU_TR	5.86	4.55

tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	131.84	31.63
tblVehicleTrips	WD_TR	6.65	4.55
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	127.15	31.63
tblWoodstoves	NumberCatalytic	10.45	0.00
tblWoodstoves	NumberNoncatalytic	10.45	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.7510	33.2541	21.5972	0.0681	5.1587	1.0883	5.8211	2.6521	1.0168	3.2624	0.0000	7,078.3003	7,078.3003	0.8962	0.0000	7,100.7043
2022	2.5280	16.5226	20.7738	0.0529	2.3894	0.6123	3.0017	0.6392	0.5906	1.2298	0.0000	5,146.5169	5,146.5169	0.4663	0.0000	5,158.1732
2023	2.3276	14.8349	20.0057	0.0518	2.3894	0.5339	2.9233	0.6392	0.5148	1.1540	0.0000	5,036.9213	5,036.9213	0.4451	0.0000	5,048.0482
2024	12.2066	15.4397	22.4639	0.0580	2.8142	0.5338	3.3480	0.7519	0.5163	1.2682	0.0000	5,641.2079	5,641.2079	0.4588	0.0000	5,652.6789
Maximum	**12.2066**	**33.2541**	**22.4639**	**0.0681**	**5.1587**	**1.0883**	**5.8211**	**2.6521**	**1.0168**	**3.2624**	**0.0000**	**7,078.3003**	**7,078.3003**	**0.8962**	**0.0000**	**7,100.7043**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Year	lb/day										lb/day					
2021	2.7510	33.2541	21.5972	0.0681	2.0761	1.0883	3.0302	1.0334	1.0168	1.6437	0.0000	7,078.3003	7,078.3003	0.8962	0.0000	7,100.7043
2022	2.5280	16.5226	20.7738	0.0529	1.4514	0.6123	2.0637	0.4090	0.5906	0.9996	0.0000	5,146.5169	5,146.5169	0.4663	0.0000	5,158.1732
2023	2.3276	14.8349	20.0057	0.0518	1.4514	0.5339	1.9853	0.4090	0.5148	0.9238	0.0000	5,036.9213	5,036.9213	0.4451	0.0000	5,048.0482
2024	12.2066	15.4397	22.4639	0.0580	1.7063	0.5338	2.2401	0.4799	0.5163	0.9963	0.0000	5,641.2079	5,641.2079	0.4588	0.0000	5,652.6789
Maximum	**12.2066**	**33.2541**	**22.4639**	**0.0681**	**2.0761**	**1.0883**	**3.0302**	**1.0334**	**1.0168**	**1.6437**	**0.0000**	**7,078.3003**	**7,078.3003**	**0.8962**	**0.0000**	**7,100.7043**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**47.57**	**0.00**	**38.26**	**50.21**	**0.00**	**34.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502
Energy	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885
Mobile	1.6686	6.8817	22.5757	0.0852	7.1489	0.0623	7.2112	1.9131	0.0579	1.9710		8,678.6128	8,678.6128	0.4142		8,688.9671
Total	**6.2951**	**7.7316**	**40.1921**	**0.0902**	**7.1489**	**0.2097**	**7.3586**	**1.9131**	**0.2053**	**2.1184**	**0.0000**	**9,527.9394**	**9,527.9394**	**0.4598**	**0.0150**	**9,543.9058**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502
Energy	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885
Mobile	1.6686	6.8817	22.5757	0.0852	7.1489	0.0623	7.2112	1.9131	0.0579	1.9710		8,678.6128	8,678.6128	0.4142		8,688.9671
Total	**6.2951**	**7.7316**	**40.1921**	**0.0902**	**7.1489**	**0.2097**	**7.3586**	**1.9131**	**0.2053**	**2.1184**	**0.0000**	**9,527.9394**	**9,527.9394**	**0.4598**	**0.0150**	**9,543.9058**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/21/2021	5	15	
2	Grading	Grading	6/22/2021	10/20/2021	5	87	Including shoring
3	Building Construction	Building Construction	10/21/2021	6/19/2024	5	695	Includes concrete, framing, finishing
4	Architectural Coating	Architectural Coating	1/1/2024	6/19/2024	5	123	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 369,830; Residential Outdoor: 123,277; Non-Residential Indoor: 3,980; Non-Residential Outdoor: 1,327; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	570.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,700.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	192.00	38.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	38.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Fugitive Dust					3.2527	0.0000	3.2527	0.4925	0.0000	0.4925			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**3.2527**	**1.0409**	**4.2936**	**0.4925**	**0.9715**	**1.4640**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4452	13.5192	3.3671	0.0425	0.9963	0.0463	1.0425	0.2731	0.0443	0.3173		4,607.5431	4,607.5431	0.2979		4,614.9894
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0557	0.0383	0.5236	1.4900e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.5009**	**13.5575**	**3.8907**	**0.0440**	**1.1416**	**0.0474**	**1.1890**	**0.3116**	**0.0453**	**0.3569**		**4,755.5832**	**4,755.5832**	**0.3022**		**4,763.1385**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2051	0.0000	1.2051	0.1825	0.0000	0.1825			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658

Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**1.2051**	**1.0409**	**2.2460**	**0.1825**	**0.9715**	**1.1539**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4452	13.5192	3.3671	0.0425	0.6496	0.0463	0.6959	0.1880	0.0443	0.2322		4,607.5431	4,607.5431	0.2979		4,614.9894
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0557	0.0383	0.5236	1.4900e-003	0.0872	1.1700e-003	0.0884	0.0243	1.0800e-003	0.0254		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.5009**	**13.5575**	**3.8907**	**0.0440**	**0.7368**	**0.0474**	**0.7842**	**0.2122**	**0.0453**	**0.2576**		**4,755.5832**	**4,755.5832**	**0.3022**		**4,763.1385**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5570	0.0000	4.5570	2.4880	0.0000	2.4880			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**4.5570**	**0.6379**	**5.1949**	**2.4880**	**0.5869**	**3.0749**		**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2289	6.9518	1.7314	0.0218	0.5123	0.0238	0.5361	0.1404	0.0228	0.1632		2,369.2750	2,369.2750	0.1532		2,373.1040
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0343	0.0236	0.3222	9.1000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		91.1016	91.1016	2.6800e-003		91.1687
Total	**0.2632**	**6.9754**	**2.0537**	**0.0227**	**0.6017**	**0.0245**	**0.6262**	**0.1641**	**0.0234**	**0.1875**		**2,460.3766**	**2,460.3766**	**0.1558**		**2,464.2727**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6884	0.0000	1.6884	0.9218	0.0000	0.9218			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**1.6884**	**0.6379**	**2.3263**	**0.9218**	**0.5869**	**1.5087**	**0.0000**	**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.2289	6.9518	1.7314	0.0218	0.3340	0.0238	0.3578	0.0967	0.0228	0.1194		2,369.2750	2,369.2750	0.1532		2,373.1040
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0343	0.0236	0.3222	9.1000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		91.1016	91.1016	2.6800e-003		91.1687
Total	**0.2632**	**6.9754**	**2.0537**	**0.0227**	**0.3877**	**0.0245**	**0.4122**	**0.1116**	**0.0234**	**0.1350**		**2,460.3766**	**2,460.3766**	**0.1558**		**2,464.2727**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1155	3.6894	0.9645	9.7700e-003	0.2433	7.5400e-003	0.2508	0.0701	7.2100e-003	0.0773		1,044.5464	1,044.5464	0.0615		1,046.0848
Worker	0.8230	0.5657	7.7333	0.0220	2.1461	0.0173	2.1635	0.5692	0.0160	0.5851		2,186.4381	2,186.4381	0.0644		2,188.0487
Total	**0.9385**	**4.2551**	**8.6978**	**0.0317**	**2.3894**	**0.0249**	**2.4143**	**0.6392**	**0.0232**	**0.6624**		**3,230.9845**	**3,230.9845**	**0.1260**		**3,234.1335**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1155	3.6894	0.9645	9.7700e-003	0.1636	7.5400e-003	0.1711	0.0505	7.2100e-003	0.0577		1,044.5464	1,044.5464	0.0615		1,046.0848
Worker	0.8230	0.5657	7.7333	0.0220	1.2879	0.0173	1.3052	0.3585	0.0160	0.3745		2,186.4381	2,186.4381	0.0644		2,188.0487
Total	**0.9385**	**4.2551**	**8.6978**	**0.0317**	**1.4514**	**0.0249**	**1.4763**	**0.4090**	**0.0232**	**0.4322**		**3,230.9845**	**3,230.9845**	**0.1260**		**3,234.1335**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1084	3.5086	0.9126	9.6800e-003	0.2433	6.6000e-003	0.2499	0.0701	6.3100e-003	0.0764		1,035.4464	1,035.4464	0.0594		1,036.9319
Worker	0.7709	0.5110	7.1348	0.0212	2.1461	0.0168	2.1629	0.5692	0.0155	0.5846		2,109.5277	2,109.5277	0.0582		2,110.9833
Total	**0.8793**	**4.0195**	**8.0473**	**0.0309**	**2.3894**	**0.0234**	**2.4128**	**0.6392**	**0.0218**	**0.6610**		**3,144.9740**	**3,144.9740**	**0.1176**		**3,147.9151**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581

Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1084	3.5086	0.9126	9.6800e-003	0.1636	6.6000e-003	0.1702	0.0505	6.3100e-003	0.0568		1,035.4464	1,035.4464	0.0594		1,036.9319
Worker	0.7709	0.5110	7.1348	0.0212	1.2879	0.0168	1.3047	0.3585	0.0155	0.3740		2,109.5277	2,109.5277	0.0582		2,110.9833
Total	**0.8793**	**4.0195**	**8.0473**	**0.0309**	**1.4514**	**0.0234**	**1.4748**	**0.4090**	**0.0218**	**0.4308**		**3,144.9740**	**3,144.9740**	**0.1176**		**3,147.9151**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0804	2.6622	0.8242	9.3600e-003	0.2433	3.0800e-003	0.2464	0.0701	2.9400e-003	0.0730		1,002.8482	1,002.8482	0.0527		1,004.1646
Worker	0.7240	0.4623	6.5705	0.0204	2.1461	0.0163	2.1624	0.5692	0.0150	0.5842		2,032.2854	2,032.2854	0.0525		2,033.5978
Total	**0.8044**	**3.1245**	**7.3947**	**0.0298**	**2.3894**	**0.0194**	**2.4088**	**0.6392**	**0.0180**	**0.6572**		**3,035.1337**	**3,035.1337**	**0.1052**		**3,037.7625**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0804	2.6622	0.8242	9.3600e-003	0.1636	3.0800e-003	0.1666	0.0505	2.9400e-003	0.0534		1,002.8482	1,002.8482	0.0527		1,004.1646
Worker	0.7240	0.4623	6.5705	0.0204	1.2879	0.0163	1.3042	0.3585	0.0150	0.3735		2,032.2854	2,032.2854	0.0525		2,033.5978
Total	**0.8044**	**3.1245**	**7.3947**	**0.0298**	**1.4514**	**0.0194**	**1.4708**	**0.4090**	**0.0180**	**0.4270**		**3,035.1337**	**3,035.1337**	**0.1052**		**3,037.7625**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0785	2.6520	0.7991	9.3200e-003	0.2433	3.0400e-003	0.2463	0.0701	2.9000e-003	0.0730		998.7784	998.7784	0.0519		1,000.0761
Worker	0.6848	0.4216	6.1252	0.0198	2.1461	0.0161	2.1622	0.5692	0.0148	0.5840		1,969.3023	1,969.3023	0.0482		1,970.5063
Total	**0.7633**	**3.0736**	**6.9243**	**0.0291**	**2.3894**	**0.0191**	**2.4085**	**0.6392**	**0.0177**	**0.6569**		**2,968.0807**	**2,968.0807**	**0.1001**		**2,970.5824**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0785	2.6520	0.7991	9.3200e-003	0.1636	3.0400e-003	0.1666	0.0505	2.9000e-003	0.0534		998.7784	998.7784	0.0519		1,000.0761
Worker	0.6848	0.4216	6.1252	0.0198	1.2879	0.0161	1.3039	0.3585	0.0148	0.3733		1,969.3023	1,969.3023	0.0482		1,970.5063
Total	**0.7633**	**3.0736**	**6.9243**	**0.0291**	**1.4514**	**0.0191**	**1.4705**	**0.4090**	**0.0177**	**0.4267**		**2,968.0807**	**2,968.0807**	**0.1001**		**2,970.5824**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.7070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**9.8878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1355	0.0834	1.2123	3.9100e-003	0.4248	3.1800e-003	0.4279	0.1127	2.9300e-003	0.1156		389.7577	389.7577	9.5300e-003		389.9960
Total	**0.1355**	**0.0834**	**1.2123**	**3.9100e-003**	**0.4248**	**3.1800e-003**	**0.4279**	**0.1127**	**2.9300e-003**	**0.1156**		**389.7577**	**389.7577**	**9.5300e-003**		**389.9960**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.7070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Total	**9.8878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1355	0.0834	1.2123	3.9100e-003	0.2549	3.1800e-003	0.2581	0.0710	2.9300e-003	0.0739		389.7577	389.7577	9.5300e-003		389.9960
Total	**0.1355**	**0.0834**	**1.2123**	**3.9100e-003**	**0.2549**	**3.1800e-003**	**0.2581**	**0.0710**	**2.9300e-003**	**0.0739**		**389.7577**	**389.7577**	**9.5300e-003**		**389.9960**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6686	6.8817	22.5757	0.0852	7.1489	0.0623	7.2112	1.9131	0.0579	1.9710		8,678.6128	8,678.6128	0.4142		8,688.9671
Unmitigated	1.6686	6.8817	22.5757	0.0852	7.1489	0.0623	7.2112	1.9131	0.0579	1.9710		8,678.6128	8,678.6128	0.4142		8,688.9671

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	950.95	950.95	950.95	3,247,575	3,247,575
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	83.91	83.91	83.91	114,361	114,361
Total	1,034.86	1,034.86	1,034.86	3,361,936	3,361,936

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thr	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down Restaurant	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Fast Food Restaurant w/o Drive Thru	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
High Turnover (Sit Down Restaurant	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885
NaturalGas Unmitigated	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5277.65	0.0569	0.4864	0.2070	3.1000e-003		0.0393	0.0393		0.0393	0.0393		620.8994	620.8994	0.0119	0.0114	624.5891
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1677.28	0.0181	0.1644	0.1381	9.9000e-004		0.0125	0.0125		0.0125	0.0125		197.3268	197.3268	3.7800e-003	3.6200e-003	198.4994
Total		**0.0750**	**0.6508**	**0.3451**	**4.0900e-003**		**0.0518**	**0.0518**		**0.0518**	**0.0518**		**818.2262**	**818.2262**	**0.0157**	**0.0150**	**823.0885**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5.27765	0.0569	0.4864	0.2070	3.1000e-003		0.0393	0.0393		0.0393	0.0393		620.8994	620.8994	0.0119	0.0114	624.5891

Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.67728	0.0181	0.1644	0.1381	9.9000e-004		0.0125	0.0125		0.0125	0.0125		197.3268	197.3268	3.7800e-003	3.6200e-003	198.4994
Total		**0.0750**	**0.6508**	**0.3451**	**4.0900e-003**		**0.0518**	**0.0518**		**0.0518**	**0.0518**		**818.2262**	**818.2262**	**0.0157**	**0.0150**	**823.0885**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502
Unmitigated	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5219	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956		31.1003	31.1003	0.0300		31.8502
Total	**4.5515**	**0.1990**	**17.2713**	**9.1000e-004**		**0.0956**	**0.0956**		**0.0956**	**0.0956**	**0.0000**	**31.1003**	**31.1003**	**0.0300**	**0.0000**	**31.8502**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5219	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956		31.1003	31.1003	0.0300		31.8502
Total	**4.5515**	**0.1990**	**17.2713**	**9.1000e-004**		**0.0956**	**0.0956**		**0.0956**	**0.0956**	**0.0000**	**31.1003**	**31.1003**	**0.0300**	**0.0000**	**31.8502**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

800 South Fairfax Avenue Future - Los Angeles-South Coast County, Annual

800 South Fairfax Avenue Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	239.00	Space	0.00	95,600.00	0
Fast Food Restaurant w/o Drive Thru	0.00	1000sqft	0.00	0.00	0
High Turnover (Sit Down Restaurant)	2.65	1000sqft	0.05	2,653.00	0
Apartments Mid Rise	209.00	Dwelling Unit	1.00	182,632.00	573

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information. Population based on 2.79 persons per dwelling unit

Construction Phase - Developer information

Trips and VMT - Assumes 10 CY capacity per haul truck

Demolition - Assumes 5,700 cubic yards of material at 800 lb/CY

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. CEQA Transportation Assessment; December 2020

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies for fugitive dust

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	123.00
tblConstructionPhase	NumDays	200.00	695.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	4.00	87.00
tblFireplaces	NumberGas	177.65	0.00
tblFireplaces	NumberNoFireplace	20.90	209.00
tblFireplaces	NumberWood	10.45	0.00
tblGrading	AcresOfGrading	32.63	1.50
tblGrading	MaterialExported	0.00	17,000.00
tblLandUse	LandUseSquareFeet	209,000.00	182,632.00
tblLandUse	LotAcreage	2.15	0.00
tblLandUse	LotAcreage	0.06	0.05
tblLandUse	LotAcreage	5.50	1.00
tblLandUse	Population	598.00	573.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	225.00	570.00
tblTripsAndVMT	HaulingTripNumber	2,125.00	1,700.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.55
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	158.37	31.63

tblVehicleTrips	SU_TR	5.86	4.55
tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	131.84	31.63
tblVehicleTrips	WD_TR	6.65	4.55
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	127.15	31.63
tblWoodstoves	NumberCatalytic	10.45	0.00
tblWoodstoves	NumberNoncatalytic	10.45	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1580	1.6606	1.0538	3.4700e-003	0.3177	0.0554	0.3731	0.1376	0.0520	0.1895	0.0000	319.2137	319.2137	0.0411	0.0000	320.2419
2022	0.3294	2.1641	2.6492	6.7400e-003	0.3046	0.0796	0.3842	0.0816	0.0768	0.1584	0.0000	594.9068	594.9068	0.0549	0.0000	596.2788
2023	0.3034	1.9406	2.5514	6.6100e-003	0.3046	0.0694	0.3740	0.0816	0.0669	0.1486	0.0000	582.4422	582.4422	0.0524	0.0000	583.7513
2024	0.7512	0.9556	1.3546	3.5000e-003	0.1697	0.0328	0.2026	0.0454	0.0318	0.0772	0.0000	308.4806	308.4806	0.0255	0.0000	309.1186
Maximum	**0.7512**	**2.1641**	**2.6492**	**6.7400e-003**	**0.3177**	**0.0796**	**0.3842**	**0.1376**	**0.0768**	**0.1895**	**0.0000**	**594.9068**	**594.9068**	**0.0549**	**0.0000**	**596.2788**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1580	1.6606	1.0538	3.4700e-003	0.1416	0.0554	0.1971	0.0583	0.0520	0.1103	0.0000	319.2136	319.2136	0.0411	0.0000	320.2417
2022	0.3294	2.1641	2.6492	6.7400e-003	0.1855	0.0796	0.2651	0.0524	0.0768	0.1292	0.0000	594.9065	594.9065	0.0549	0.0000	596.2785
2023	0.3034	1.9406	2.5514	6.6100e-003	0.1855	0.0694	0.2549	0.0524	0.0669	0.1193	0.0000	582.4419	582.4419	0.0524	0.0000	583.7510
2024	0.7512	0.9556	1.3546	3.5000e-003	0.1031	0.0328	0.1360	0.0291	0.0318	0.0608	0.0000	308.4804	308.4804	0.0255	0.0000	309.1185
Maximum	**0.7512**	**2.1641**	**2.6492**	**6.7400e-003**	**0.1855**	**0.0796**	**0.2651**	**0.0583**	**0.0768**	**0.1292**	**0.0000**	**594.9065**	**594.9065**	**0.0549**	**0.0000**	**596.2785**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.86**	**0.00**	**36.06**	**44.51**	**0.00**	**26.87**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
3	**4-1-2021**	**6-30-2021**	0.3416	0.3416
4	**7-1-2021**	**9-30-2021**	0.7510	0.7510
5	**10-1-2021**	**12-31-2021**	0.6990	0.6990
6	**1-1-2022**	**3-31-2022**	0.6168	0.6168
7	**4-1-2022**	**6-30-2022**	0.6191	0.6191
8	**7-1-2022**	**9-30-2022**	0.6259	0.6259
9	**10-1-2022**	**12-31-2022**	0.6305	0.6305
10	**1-1-2023**	**3-31-2023**	0.5557	0.5557
11	**4-1-2023**	**6-30-2023**	0.5578	0.5578
12	**7-1-2023**	**9-30-2023**	0.5639	0.5639
13	**10-1-2023**	**12-31-2023**	0.5681	0.5681
14	**1-1-2024**	**3-31-2024**	0.9033	0.9033
15	**4-1-2024**	**6-30-2024**	0.7899	0.7899
		Highest	0.9033	0.9033

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8006	0.0249	2.1589	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5267	3.5267	3.4000e-003	0.0000	3.6118
Energy	0.0137	0.1188	0.0630	7.5000e-004		9.4600e-003	9.4600e-003		9.4600e-003	9.4600e-003	0.0000	973.6803	973.6803	0.0224	6.5800e-003	976.2008
Mobile	0.2873	1.3059	3.9510	0.0150	1.2760	0.0113	1.2873	0.3420	0.0106	0.3526	0.0000	1,383.3388	1,383.3388	0.0679	0.0000	1,385.0359
Waste						0.0000	0.0000		0.0000	0.0000	25.9179	0.0000	25.9179	1.5317	0.0000	64.2105
Water						0.0000	0.0000		0.0000	0.0000	4.5753	158.0267	162.6020	0.4737	0.0119	177.9802
Total	**1.1016**	**1.4495**	**6.1729**	**0.0158**	**1.2760**	**0.0327**	**1.3087**	**0.3420**	**0.0320**	**0.3740**	**30.4932**	**2,518.5726**	**2,549.0658**	**2.0990**	**0.0185**	**2,607.0392**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8006	0.0249	2.1589	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5267	3.5267	3.4000e-003	0.0000	3.6118
Energy	0.0137	0.1188	0.0630	7.5000e-004		9.4600e-003	9.4600e-003		9.4600e-003	9.4600e-003	0.0000	973.6803	973.6803	0.0224	6.5800e-003	976.2008
Mobile	0.2873	1.3059	3.9510	0.0150	1.2760	0.0113	1.2873	0.3420	0.0106	0.3526	0.0000	1,383.3388	1,383.3388	0.0679	0.0000	1,385.0359
Waste						0.0000	0.0000		0.0000	0.0000	25.9179	0.0000	25.9179	1.5317	0.0000	64.2105
Water						0.0000	0.0000		0.0000	0.0000	4.5753	158.0267	162.6020	0.4737	0.0119	177.9802
Total	**1.1016**	**1.4495**	**6.1729**	**0.0158**	**1.2760**	**0.0327**	**1.3087**	**0.3420**	**0.0320**	**0.3740**	**30.4932**	**2,518.5726**	**2,549.0658**	**2.0990**	**0.0185**	**2,607.0392**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/21/2021	5	15	
2	Grading	Grading	6/22/2021	10/20/2021	5	87	Including shoring
3	Building Construction	Building Construction	10/21/2021	6/19/2024	5	695	Includes concrete, framing, finishing
4	Architectural Coating	Architectural Coating	1/1/2024	6/19/2024	5	123	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 369,830; Residential Outdoor: 123,277; Non-Residential Indoor: 3,980; Non-Residential Outdoor: 1,327; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	570.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,700.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	192.00	38.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	38.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0244	0.0000	0.0244	3.6900e-003	0.0000	3.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0150	0.1477	0.1087	1.8000e-004		7.8100e-003	7.8100e-003		7.2900e-003	7.2900e-003	0.0000	15.8035	15.8035	4.0400e-003	0.0000	15.9045
Total	**0.0150**	**0.1477**	**0.1087**	**1.8000e-004**	**0.0244**	**7.8100e-003**	**0.0322**	**3.6900e-003**	**7.2900e-003**	**0.0110**	**0.0000**	**15.8035**	**15.8035**	**4.0400e-003**	**0.0000**	**15.9045**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.3600e-003	0.1053	0.0257	3.2000e-004	7.3400e-003	3.5000e-004	7.6900e-003	2.0200e-003	3.3000e-004	2.3500e-003	0.0000	31.1900	31.1900	2.0500e-003	0.0000	31.2412
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.3000e-004	3.6900e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9642	0.9642	3.0000e-005	0.0000	0.9649
Total	**3.7800e-003**	**0.1056**	**0.0294**	**3.3000e-004**	**8.4100e-003**	**3.6000e-004**	**8.7700e-003**	**2.3000e-003**	**3.4000e-004**	**2.6400e-003**	**0.0000**	**32.1542**	**32.1542**	**2.0800e-003**	**0.0000**	**32.2061**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0400e-003	0.0000	9.0400e-003	1.3700e-003	0.0000	1.3700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0150	0.1477	0.1087	1.8000e-004		7.8100e-003	7.8100e-003		7.2900e-003	7.2900e-003	0.0000	15.8035	15.8035	4.0400e-003	0.0000	15.9045
Total	**0.0150**	**0.1477**	**0.1087**	**1.8000e-004**	**9.0400e-003**	**7.8100e-003**	**0.0169**	**1.3700e-003**	**7.2900e-003**	**8.6600e-003**	**0.0000**	**15.8035**	**15.8035**	**4.0400e-003**	**0.0000**	**15.9045**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	3.3600e-003	0.1053	0.0257	3.2000e-004	4.8000e-003	3.5000e-004	5.1500e-003	1.3900e-003	3.3000e-004	1.7300e-003	0.0000	31.1900	31.1900	2.0500e-003	0.0000	31.2412
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.3000e-004	3.6900e-003	1.0000e-005	6.4000e-004	1.0000e-005	6.5000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	0.9642	0.9642	3.0000e-005	0.0000	0.9649
Total	**3.7800e-003**	**0.1056**	**0.0294**	**3.3000e-004**	**5.4400e-003**	**3.6000e-004**	**5.8000e-003**	**1.5700e-003**	**3.4000e-004**	**1.9200e-003**	**0.0000**	**32.1542**	**32.1542**	**2.0800e-003**	**0.0000**	**32.2061**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1982	0.0000	0.1982	0.1082	0.0000	0.1082	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0560	0.6234	0.2754	6.1000e-004		0.0278	0.0278		0.0255	0.0255	0.0000	53.8689	53.8689	0.0174	0.0000	54.3045
Total	**0.0560**	**0.6234**	**0.2754**	**6.1000e-004**	**0.1982**	**0.0278**	**0.2260**	**0.1082**	**0.0255**	**0.1338**	**0.0000**	**53.8689**	**53.8689**	**0.0174**	**0.0000**	**54.3045**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0100	0.3140	0.0766	9.4000e-004	0.0219	1.0400e-003	0.0229	6.0100e-003	9.9000e-004	7.0100e-003	0.0000	93.0227	93.0227	6.1100e-003	0.0000	93.1755
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-003	1.1700e-003	0.0132	4.0000e-005	3.8100e-003	3.0000e-005	3.8400e-003	1.0100e-003	3.0000e-005	1.0400e-003	0.0000	3.4414	3.4414	1.0000e-004	0.0000	3.4440

Total	**0.0115**	**0.3151**	**0.0898**	**9.8000e-004**	**0.0257**	**1.0700e-003**	**0.0268**	**7.0200e-003**	**1.0200e-003**	**8.0500e-003**	**0.0000**	**96.4641**	**96.4641**	**6.2100e-003**	**0.0000**	**96.6195**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0734	0.0000	0.0734	0.0401	0.0000	0.0401	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0560	0.6234	0.2754	6.1000e-004		0.0278	0.0278		0.0255	0.0255	0.0000	53.8689	53.8689	0.0174	0.0000	54.3044
Total	**0.0560**	**0.6234**	**0.2754**	**6.1000e-004**	**0.0734**	**0.0278**	**0.1012**	**0.0401**	**0.0255**	**0.0656**	**0.0000**	**53.8689**	**53.8689**	**0.0174**	**0.0000**	**54.3044**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0100	0.3140	0.0766	9.4000e-004	0.0143	1.0400e-003	0.0154	4.1500e-003	9.9000e-004	5.1500e-003	0.0000	93.0227	93.0227	6.1100e-003	0.0000	93.1755
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-003	1.1700e-003	0.0132	4.0000e-005	2.2900e-003	3.0000e-005	2.3200e-003	6.4000e-004	3.0000e-005	6.7000e-004	0.0000	3.4414	3.4414	1.0000e-004	0.0000	3.4440
Total	**0.0115**	**0.3151**	**0.0898**	**9.8000e-004**	**0.0166**	**1.0700e-003**	**0.0177**	**4.7900e-003**	**1.0200e-003**	**5.8200e-003**	**0.0000**	**96.4641**	**96.4641**	**6.2100e-003**	**0.0000**	**96.6195**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0471	0.3545	0.3354	5.7000e-004		0.0178	0.0178		0.0172	0.0172	0.0000	47.2024	47.2024	8.4300e-003	0.0000	47.4131
Total	**0.0471**	**0.3545**	**0.3354**	**5.7000e-004**		**0.0178**	**0.0178**		**0.0172**	**0.0172**	**0.0000**	**47.2024**	**47.2024**	**8.4300e-003**	**0.0000**	**47.4131**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0700e-003	0.0975	0.0264	2.5000e-004	6.2200e-003	2.0000e-004	6.4200e-003	1.8000e-003	1.9000e-004	1.9900e-003	0.0000	24.3539	24.3539	1.4900e-003	0.0000	24.3912
Worker	0.0215	0.0167	0.1888	5.5000e-004	0.0547	4.5000e-004	0.0552	0.0145	4.2000e-004	0.0149	0.0000	49.3667	49.3667	1.4500e-003	0.0000	49.4031
Total	**0.0246**	**0.1142**	**0.2152**	**8.0000e-004**	**0.0609**	**6.5000e-004**	**0.0616**	**0.0163**	**6.1000e-004**	**0.0169**	**0.0000**	**73.7206**	**73.7206**	**2.9400e-003**	**0.0000**	**73.7943**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0471	0.3545	0.3354	5.7000e-004		0.0178	0.0178		0.0172	0.0172	0.0000	47.2023	47.2023	8.4300e-003	0.0000	47.4130
Total	**0.0471**	**0.3545**	**0.3354**	**5.7000e-004**		**0.0178**	**0.0178**		**0.0172**	**0.0172**	**0.0000**	**47.2023**	**47.2023**	**8.4300e-003**	**0.0000**	**47.4130**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0700e-003	0.0975	0.0264	2.5000e-004	4.2000e-003	2.0000e-004	4.4000e-003	1.3000e-003	1.9000e-004	1.4900e-003	0.0000	24.3539	24.3539	1.4900e-003	0.0000	24.3912
Worker	0.0215	0.0167	0.1888	5.5000e-004	0.0329	4.5000e-004	0.0333	9.1800e-003	4.2000e-004	9.5900e-003	0.0000	49.3667	49.3667	1.4500e-003	0.0000	49.4031
Total	**0.0246**	**0.1142**	**0.2152**	**8.0000e-004**	**0.0371**	**6.5000e-004**	**0.0377**	**0.0105**	**6.1000e-004**	**0.0111**	**0.0000**	**73.7206**	**73.7206**	**2.9400e-003**	**0.0000**	**73.7943**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2143	1.6254	1.6544	2.8700e-003		0.0766	0.0766		0.0740	0.0740	0.0000	236.0500	236.0500	0.0411	0.0000	237.0778
Total	**0.2143**	**1.6254**	**1.6544**	**2.8700e-003**		**0.0766**	**0.0766**		**0.0740**	**0.0740**	**0.0000**	**236.0500**	**236.0500**	**0.0411**	**0.0000**	**237.0778**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0144	0.4632	0.1251	1.2400e-003	0.0311	8.7000e-004	0.0320	8.9800e-003	8.3000e-004	9.8100e-003	0.0000	120.6998	120.6998	7.2100e-003	0.0000	120.8800
Worker	0.1007	0.0755	0.8697	2.6300e-003	0.2735	2.1800e-003	0.2757	0.0726	2.0100e-003	0.0747	0.0000	238.1570	238.1570	6.5600e-003	0.0000	238.3210
Total	**0.1151**	**0.5387**	**0.9947**	**3.8700e-003**	**0.3046**	**3.0500e-003**	**0.3077**	**0.0816**	**2.8400e-003**	**0.0845**	**0.0000**	**358.8568**	**358.8568**	**0.0138**	**0.0000**	**359.2010**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2143	1.6254	1.6544	2.8700e-003		0.0766	0.0766		0.0740	0.0740	0.0000	236.0497	236.0497	0.0411	0.0000	237.0775
Total	**0.2143**	**1.6254**	**1.6544**	**2.8700e-003**		**0.0766**	**0.0766**		**0.0740**	**0.0740**	**0.0000**	**236.0497**	**236.0497**	**0.0411**	**0.0000**	**237.0775**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0144	0.4632	0.1251	1.2400e-003	0.0210	8.7000e-004	0.0219	6.4900e-003	8.3000e-004	7.3300e-003	0.0000	120.6998	120.6998	7.2100e-003	0.0000	120.8800
Worker	0.1007	0.0755	0.8697	2.6300e-003	0.1645	2.1800e-003	0.1666	0.0459	2.0100e-003	0.0479	0.0000	238.1570	238.1570	6.5600e-003	0.0000	238.3210
Total	**0.1151**	**0.5387**	**0.9947**	**3.8700e-003**	**0.1855**	**3.0500e-003**	**0.1885**	**0.0524**	**2.8400e-003**	**0.0552**	**0.0000**	**358.8568**	**358.8568**	**0.0138**	**0.0000**	**359.2010**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1980	1.5224	1.6394	2.8700e-003		0.0669	0.0669		0.0646	0.0646	0.0000	236.0789	236.0789	0.0401	0.0000	237.0811
Total	**0.1980**	**1.5224**	**1.6394**	**2.8700e-003**		**0.0669**	**0.0669**		**0.0646**	**0.0646**	**0.0000**	**236.0789**	**236.0789**	**0.0401**	**0.0000**	**237.0811**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0107	0.3500	0.1122	1.2000e-003	0.0311	4.1000e-004	0.0315	8.9800e-003	3.9000e-004	9.3700e-003	0.0000	116.9211	116.9211	6.3700e-003	0.0000	117.0804

Worker	0.0947	0.0683	0.7997	2.5400e-003	0.2735	2.1200e-003	0.2756	0.0726	1.9500e-003	0.0746	0.0000	229.4422	229.4422	5.9100e-003	0.0000	229.5899
Total	**0.1054**	**0.4183**	**0.9119**	**3.7400e-003**	**0.3046**	**2.5300e-003**	**0.3072**	**0.0816**	**2.3400e-003**	**0.0840**	**0.0000**	**346.3633**	**346.3633**	**0.0123**	**0.0000**	**346.6703**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1980	1.5224	1.6394	2.8700e-003		0.0669	0.0669		0.0646	0.0646	0.0000	236.0786	236.0786	0.0401	0.0000	237.0808
Total	**0.1980**	**1.5224**	**1.6394**	**2.8700e-003**		**0.0669**	**0.0669**		**0.0646**	**0.0646**	**0.0000**	**236.0786**	**236.0786**	**0.0401**	**0.0000**	**237.0808**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0107	0.3500	0.1122	1.2000e-003	0.0210	4.1000e-004	0.0214	6.4900e-003	3.9000e-004	6.8900e-003	0.0000	116.9211	116.9211	6.3700e-003	0.0000	117.0804
Worker	0.0947	0.0683	0.7997	2.5400e-003	0.1645	2.1200e-003	0.1666	0.0459	1.9500e-003	0.0478	0.0000	229.4422	229.4422	5.9100e-003	0.0000	229.5899
Total	**0.1054**	**0.4183**	**0.9119**	**3.7400e-003**	**0.1855**	**2.5300e-003**	**0.1880**	**0.0524**	**2.3400e-003**	**0.0547**	**0.0000**	**346.3633**	**346.3633**	**0.0123**	**0.0000**	**346.6703**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0873	0.6804	0.7698	1.3600e-003		0.0277	0.0277		0.0267	0.0267	0.0000	111.6909	111.6909	0.0186	0.0000	112.1559
Total	**0.0873**	**0.6804**	**0.7698**	**1.3600e-003**		**0.0277**	**0.0277**		**0.0267**	**0.0267**	**0.0000**	**111.6909**	**111.6909**	**0.0186**	**0.0000**	**112.1559**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9300e-003	0.1649	0.0515	5.7000e-004	0.0147	1.9000e-004	0.0149	4.2500e-003	1.8000e-004	4.4300e-003	0.0000	55.0923	55.0923	2.9700e-003	0.0000	55.1666
Worker	0.0424	0.0295	0.3523	1.1600e-003	0.1294	9.9000e-004	0.1304	0.0344	9.1000e-004	0.0353	0.0000	105.1783	105.1783	2.5600e-003	0.0000	105.2423
Total	**0.0474**	**0.1944**	**0.4038**	**1.7300e-003**	**0.1441**	**1.1800e-003**	**0.1453**	**0.0386**	**1.0900e-003**	**0.0397**	**0.0000**	**160.2706**	**160.2706**	**5.5300e-003**	**0.0000**	**160.4089**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.0873	0.6804	0.7698	1.3600e-003		0.0277	0.0277		0.0267	0.0267	0.0000	111.6908	111.6908	0.0186	0.0000	112.1558
Total	**0.0873**	**0.6804**	**0.7698**	**1.3600e-003**		**0.0277**	**0.0277**		**0.0267**	**0.0267**	**0.0000**	**111.6908**	**111.6908**	**0.0186**	**0.0000**	**112.1558**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.9300e-003	0.1649	0.0515	5.7000e-004	9.9300e-003	1.9000e-004	0.0101	3.0700e-003	1.8000e-004	3.2500e-003	0.0000	55.0923	55.0923	2.9700e-003	0.0000	55.1666
Worker	0.0424	0.0295	0.3523	1.1600e-003	0.0778	9.9000e-004	0.0788	0.0217	9.1000e-004	0.0226	0.0000	105.1783	105.1783	2.5600e-003	0.0000	105.2423
Total	**0.0474**	**0.1944**	**0.4038**	**1.7300e-003**	**0.0877**	**1.1800e-003**	**0.0889**	**0.0248**	**1.0900e-003**	**0.0259**	**0.0000**	**160.2706**	**160.2706**	**5.5300e-003**	**0.0000**	**160.4089**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0750	0.1113	1.8000e-004		3.7500e-003	3.7500e-003		3.7500e-003	3.7500e-003	0.0000	15.7025	15.7025	8.8000e-004	0.0000	15.7246
Total	**0.6081**	**0.0750**	**0.1113**	**1.8000e-004**		**3.7500e-003**	**3.7500e-003**		**3.7500e-003**	**3.7500e-003**	**0.0000**	**15.7025**	**15.7025**	**8.8000e-004**	**0.0000**	**15.7246**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4000e-003	5.8300e-003	0.0697	2.3000e-004	0.0256	2.0000e-004	0.0258	6.8000e-003	1.8000e-004	6.9800e-003	0.0000	20.8165	20.8165	5.1000e-004	0.0000	20.8292
Total	**8.4000e-003**	**5.8300e-003**	**0.0697**	**2.3000e-004**	**0.0256**	**2.0000e-004**	**0.0258**	**6.8000e-003**	**1.8000e-004**	**6.9800e-003**	**0.0000**	**20.8165**	**20.8165**	**5.1000e-004**	**0.0000**	**20.8292**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5970					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0111	0.0750	0.1113	1.8000e-004		3.7500e-003	3.7500e-003		3.7500e-003	3.7500e-003	0.0000	15.7025	15.7025	8.8000e-004	0.0000	15.7246
Total	**0.6081**	**0.0750**	**0.1113**	**1.8000e-004**		**3.7500e-003**	**3.7500e-003**		**3.7500e-003**	**3.7500e-003**	**0.0000**	**15.7025**	**15.7025**	**8.8000e-004**	**0.0000**	**15.7246**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.4000e-003	5.8300e-003	0.0697	2.3000e-004	0.0154	2.0000e-004	0.0156	4.3000e-003	1.8000e-004	4.4800e-003	0.0000	20.8165	20.8165	5.1000e-004	0.0000	20.8292
Total	**8.4000e-003**	**5.8300e-003**	**0.0697**	**2.3000e-004**	**0.0154**	**2.0000e-004**	**0.0156**	**4.3000e-003**	**1.8000e-004**	**4.4800e-003**	**0.0000**	**20.8165**	**20.8165**	**5.1000e-004**	**0.0000**	**20.8292**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2873	1.3059	3.9510	0.0150	1.2760	0.0113	1.2873	0.3420	0.0106	0.3526	0.0000	1,383.3388	1,383.3388	0.0679	0.0000	1,385.0359
Unmitigated	0.2873	1.3059	3.9510	0.0150	1.2760	0.0113	1.2873	0.3420	0.0106	0.3526	0.0000	1,383.3388	1,383.3388	0.0679	0.0000	1,385.0359

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	950.95	950.95	950.95	3,247,575	3,247,575
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	83.91	83.91	83.91	114,361	114,361
Total	1,034.86	1,034.86	1,034.86	3,361,936	3,361,936

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thr	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down Restaurant	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.545842	0.044766	0.205286	0.119317	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044766	0.205286	0.119317	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Fast Food Restaurant w/o Drive Thr	0.545842	0.044766	0.205286	0.119317	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
High Turnover (Sit Down Restaurant	0.545842	0.044766	0.205286	0.119317	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	838.2138	838.2138	0.0198	4.1000e-003	839.9293
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	838.2138	838.2138	0.0198	4.1000e-003	839.9293
NaturalGas Mitigated	0.0137	0.1188	0.0630	7.5000e-004		9.4600e-003	9.4600e-003		9.4600e-003	9.4600e-003	0.0000	135.4665	135.4665	2.6000e-003	2.4800e-003	136.2715

NaturalGas Unmitigated	0.0137	0.1188	0.0630	7.5000e-004		9.4600e-003	9.4600e-003		9.4600e-003	9.4600e-003	0.0000	135.4665	135.4665	2.6000e-003	2.4800e-003	136.2715

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.92634e+006	0.0104	0.0888	0.0378	5.7000e-004		7.1800e-003	7.1800e-003		7.1800e-003	7.1800e-003	0.0000	102.7969	102.7969	1.9700e-003	1.8800e-003	103.4077
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	612206	3.3000e-003	0.0300	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	32.6697	32.6697	6.3000e-004	6.0000e-004	32.8638
Total		**0.0137**	**0.1188**	**0.0630**	**7.5000e-004**		**9.4600e-003**	**9.4600e-003**		**9.4600e-003**	**9.4600e-003**	**0.0000**	**135.4665**	**135.4665**	**2.6000e-003**	**2.4800e-003**	**136.2715**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.92634e+006	0.0104	0.0888	0.0378	5.7000e-004		7.1800e-003	7.1800e-003		7.1800e-003	7.1800e-003	0.0000	102.7969	102.7969	1.9700e-003	1.8800e-003	103.4077
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	612206	3.3000e-003	0.0300	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	32.6697	32.6697	6.3000e-004	6.0000e-004	32.8638
Total		**0.0137**	**0.1188**	**0.0630**	**7.5000e-004**		**9.4600e-003**	**9.4600e-003**		**9.4600e-003**	**9.4600e-003**	**0.0000**	**135.4665**	**135.4665**	**2.6000e-003**	**2.4800e-003**	**136.2715**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	827657	460.9730	0.0109	2.2500e-003	461.9164
Enclosed Parking with Elevator	560216	312.0188	7.3700e-003	1.5200e-003	312.6573
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	117103	65.2221	1.5400e-003	3.2000e-004	65.3556
Total		**838.2138**	**0.0198**	**4.0900e-003**	**839.9293**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	827657	460.9730	0.0109	2.2500e-003	461.9164
Enclosed Parking with Elevator	560216	312.0188	7.3700e-003	1.5200e-003	312.6573
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	117103	65.2221	1.5400e-003	3.2000e-004	65.3556
Total		**838.2138**	**0.0198**	**4.0900e-003**	**839.9293**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8006	0.0249	2.1589	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5267	3.5267	3.4000e-003	0.0000	3.6118
Unmitigated	0.8006	0.0249	2.1589	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5267	3.5267	3.4000e-003	0.0000	3.6118

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0597					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6757					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0652	0.0249	2.1589	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5267	3.5267	3.4000e-003	0.0000	3.6118
Total	**0.8006**	**0.0249**	**2.1589**	**1.1000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**	**0.0000**	**3.5267**	**3.5267**	**3.4000e-003**	**0.0000**	**3.6118**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0597					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6757					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0652	0.0249	2.1589	1.1000e-004		0.0119	0.0119		0.0119	0.0119	0.0000	3.5267	3.5267	3.4000e-003	0.0000	3.6118
Total	**0.8006**	**0.0249**	**2.1589**	**1.1000e-004**		**0.0119**	**0.0119**		**0.0119**	**0.0119**	**0.0000**	**3.5267**	**3.5267**	**3.4000e-003**	**0.0000**	**3.6118**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	162.6020	0.4737	0.0119	177.9802
Unmitigated	162.6020	0.4737	0.0119	177.9802

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	13.6172 / 8.58475	156.1957	0.4473	0.0112	170.7217
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.804364 / 0.0513424	6.4063	0.0264	6.5000e-004	7.2586
Total		**162.6020**	**0.4737**	**0.0119**	**177.9802**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	13.6172 / 8.58475	156.1957	0.4473	0.0112	170.7217
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0.804364 / 0.0513424	6.4063	0.0264	6.5000e-004	7.2586
Total		**162.6020**	**0.4737**	**0.0119**	**177.9802**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	25.9179	1.5317	0.0000	64.2105
Unmitigated	25.9179	1.5317	0.0000	64.2105

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	96.14	19.5156	1.1533	0.0000	48.3490
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	31.54	6.4023	0.3784	0.0000	15.8615
Total		**25.9179**	**1.5317**	**0.0000**	**64.2105**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	96.14	19.5156	1.1533	0.0000	48.3490
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	31.54	6.4023	0.3784	0.0000	15.8615
Total		**25.9179**	**1.5317**	**0.0000**	**64.2105**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

800 South Fairfax Avenue Future - Los Angeles-South Coast County, Winter

800 South Fairfax Avenue Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	239.00	Space	0.00	95,600.00	0
Fast Food Restaurant w/o Drive Thru	0.00	1000sqft	0.00	0.00	0
High Turnover (Sit Down Restaurant)	2.65	1000sqft	0.05	2,653.00	0
Apartments Mid Rise	209.00	Dwelling Unit	1.00	182,632.00	573

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information. Population based on 2.79 persons per dwelling unit

Construction Phase - Developer information

Trips and VMT - Assumes 10 CY capacity per haul truck

Demolition - Assumes 5,700 cubic yards of material at 800 lb/CY

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. CEQA Transportation Assessment; December 2020

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies for fugitive dust

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	123.00
tblConstructionPhase	NumDays	200.00	695.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	4.00	87.00
tblFireplaces	NumberGas	177.65	0.00
tblFireplaces	NumberNoFireplace	20.90	209.00
tblFireplaces	NumberWood	10.45	0.00
tblGrading	AcresOfGrading	32.63	1.50
tblGrading	MaterialExported	0.00	17,000.00
tblLandUse	LandUseSquareFeet	209,000.00	182,632.00
tblLandUse	LotAcreage	2.15	0.00
tblLandUse	LotAcreage	0.06	0.05
tblLandUse	LotAcreage	5.50	1.00
tblLandUse	Population	598.00	573.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	225.00	570.00
tblTripsAndVMT	HaulingTripNumber	2,125.00	1,700.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.55
tblVehicleTrips	ST_TR	696.00	0.00
tblVehicleTrips	ST_TR	158.37	31.63
tblVehicleTrips	SU_TR	5.86	4.55

tblVehicleTrips	SU_TR	500.00	0.00
tblVehicleTrips	SU_TR	131.84	31.63
tblVehicleTrips	WD_TR	6.65	4.55
tblVehicleTrips	WD_TR	716.00	0.00
tblVehicleTrips	WD_TR	127.15	31.63
tblWoodstoves	NumberCatalytic	10.45	0.00
tblWoodstoves	NumberNoncatalytic	10.45	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.8493	33.5132	21.0368	0.0675	5.1587	1.0888	5.8213	2.6521	1.0173	3.2627	0.0000	7,013.9328	7,013.9328	0.9036	0.0000	7,036.5217
2022	2.6223	16.5676	20.2485	0.0514	2.3894	0.6125	3.0019	0.6392	0.5908	1.2300	0.0000	4,994.8033	4,994.8033	0.4666	0.0000	5,006.4678
2023	2.4179	14.8719	19.4944	0.0504	2.3894	0.5341	2.9235	0.6392	0.5149	1.1542	0.0000	4,891.1082	4,891.1082	0.4449	0.0000	4,902.2301
2024	12.3111	15.4818	21.8731	0.0564	2.8142	0.5339	3.3481	0.7519	0.5165	1.2683	0.0000	5,476.5514	5,476.5514	0.4582	0.0000	5,488.0054
Maximum	**12.3111**	**33.5132**	**21.8731**	**0.0675**	**5.1587**	**1.0888**	**5.8213**	**2.6521**	**1.0173**	**3.2627**	**0.0000**	**7,013.9328**	**7,013.9328**	**0.9036**	**0.0000**	**7,036.5217**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Year	lb/day										lb/day					
2021	2.8493	33.5132	21.0368	0.0675	2.0761	1.0888	3.0307	1.0334	1.0173	1.6439	0.0000	7,013.9328	7,013.9328	0.9036	0.0000	7,036.5217
2022	2.6223	16.5676	20.2485	0.0514	1.4514	0.6125	2.0639	0.4090	0.5908	0.9998	0.0000	4,994.8033	4,994.8033	0.4666	0.0000	5,006.4678
2023	2.4179	14.8719	19.4944	0.0504	1.4514	0.5341	1.9855	0.4090	0.5149	0.9239	0.0000	4,891.1082	4,891.1082	0.4449	0.0000	4,902.2301
2024	12.3111	15.4818	21.8731	0.0564	1.7063	0.5339	2.2403	0.4799	0.5165	0.9964	0.0000	5,476.5513	5,476.5513	0.4582	0.0000	5,488.0054
Maximum	**12.3111**	**33.5132**	**21.8731**	**0.0675**	**2.0761**	**1.0888**	**3.0307**	**1.0334**	**1.0173**	**1.6439**	**0.0000**	**7,013.9328**	**7,013.9328**	**0.9036**	**0.0000**	**7,036.5217**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**47.57**	**0.00**	**38.25**	**50.21**	**0.00**	**34.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502
Energy	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885
Mobile	1.6160	7.0531	21.3850	0.0811	7.1489	0.0626	7.2115	1.9131	0.0582	1.9713		8,262.3102	8,262.3102	0.4126		8,272.6239
Total	**6.2425**	**7.9030**	**39.0014**	**0.0861**	**7.1489**	**0.2099**	**7.3588**	**1.9131**	**0.2056**	**2.1187**	**0.0000**	**9,111.6367**	**9,111.6367**	**0.4582**	**0.0150**	**9,127.5626**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502
Energy	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885
Mobile	1.6160	7.0531	21.3850	0.0811	7.1489	0.0626	7.2115	1.9131	0.0582	1.9713		8,262.3102	8,262.3102	0.4126		8,272.6239
Total	**6.2425**	**7.9030**	**39.0014**	**0.0861**	**7.1489**	**0.2099**	**7.3588**	**1.9131**	**0.2056**	**2.1187**	**0.0000**	**9,111.6367**	**9,111.6367**	**0.4582**	**0.0150**	**9,127.5626**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/1/2021	6/21/2021	5	15	
2	Grading	Grading	6/22/2021	10/20/2021	5	87	Including shoring
3	Building Construction	Building Construction	10/21/2021	6/19/2024	5	695	Includes concrete, framing, finishing
4	Architectural Coating	Architectural Coating	1/1/2024	6/19/2024	5	123	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 369,830; Residential Outdoor: 123,277; Non-Residential Indoor: 3,980; Non-Residential Outdoor: 1,327; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	570.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	1,700.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	192.00	38.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	38.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Fugitive Dust					3.2527	0.0000	3.2527	0.4925	0.0000	0.4925			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**3.2527**	**1.0409**	**4.2936**	**0.4925**	**0.9715**	**1.4640**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4528	13.7742	3.5045	0.0420	0.9963	0.0467	1.0430	0.2731	0.0447	0.3178		4,551.8231	4,551.8231	0.3055		4,559.4607
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0424	0.4787	1.4000e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.5148**	**13.8166**	**3.9832**	**0.0434**	**1.1416**	**0.0479**	**1.1895**	**0.3116**	**0.0458**	**0.3574**		**4,691.2157**	**4,691.2157**	**0.3096**		**4,698.9559**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2051	0.0000	1.2051	0.1825	0.0000	0.1825			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658

Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**1.2051**	**1.0409**	**2.2460**	**0.1825**	**0.9715**	**1.1539**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4528	13.7742	3.5045	0.0420	0.6496	0.0467	0.6963	0.1880	0.0447	0.2327		4,551.8231	4,551.8231	0.3055		4,559.4607
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0620	0.0424	0.4787	1.4000e-003	0.0872	1.1700e-003	0.0884	0.0243	1.0800e-003	0.0254		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.5148**	**13.8166**	**3.9832**	**0.0434**	**0.7368**	**0.0479**	**0.7847**	**0.2122**	**0.0458**	**0.2580**		**4,691.2157**	**4,691.2157**	**0.3096**		**4,698.9559**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5570	0.0000	4.5570	2.4880	0.0000	2.4880			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**4.5570**	**0.6379**	**5.1949**	**2.4880**	**0.5869**	**3.0749**		**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2328	7.0829	1.8021	0.0216	0.5123	0.0240	0.5363	0.1404	0.0230	0.1634		2,340.6229	2,340.6229	0.1571		2,344.5503
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0261	0.2946	8.6000e-004	0.0894	7.2000e-004	0.0901	0.0237	6.7000e-004	0.0244		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.2710**	**7.1090**	**2.0967**	**0.0224**	**0.6017**	**0.0248**	**0.6265**	**0.1641**	**0.0237**	**0.1878**		**2,426.4030**	**2,426.4030**	**0.1596**		**2,430.3935**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6884	0.0000	1.6884	0.9218	0.0000	0.9218			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**1.6884**	**0.6379**	**2.3263**	**0.9218**	**0.5869**	**1.5087**	**0.0000**	**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.2328	7.0829	1.8021	0.0216	0.3340	0.0240	0.3581	0.0967	0.0230	0.1196		2,340.6229	2,340.6229	0.1571		2,344.5503
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0261	0.2946	8.6000e-004	0.0537	7.2000e-004	0.0544	0.0149	6.7000e-004	0.0156		85.7801	85.7801	2.5200e-003		85.8432
Total	**0.2710**	**7.1090**	**2.0967**	**0.0224**	**0.3877**	**0.0248**	**0.4124**	**0.1116**	**0.0237**	**0.1352**		**2,426.4030**	**2,426.4030**	**0.1596**		**2,430.3935**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1213	3.6818	1.0669	9.5100e-003	0.2433	7.7900e-003	0.2511	0.0701	7.4500e-003	0.0775		1,015.9130	1,015.9130	0.0656		1,017.5526
Worker	0.9155	0.6262	7.0705	0.0207	2.1461	0.0173	2.1635	0.5692	0.0160	0.5851		2,058.7221	2,058.7221	0.0606		2,060.2366
Total	**1.0368**	**4.3080**	**8.1374**	**0.0302**	**2.3894**	**0.0251**	**2.4145**	**0.6392**	**0.0234**	**0.6626**		**3,074.6351**	**3,074.6351**	**0.1262**		**3,077.7892**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1213	3.6818	1.0669	9.5100e-003	0.1636	7.7900e-003	0.1713	0.0505	7.4500e-003	0.0579		1,015.9130	1,015.9130	0.0656		1,017.5526
Worker	0.9155	0.6262	7.0705	0.0207	1.2879	0.0173	1.3052	0.3585	0.0160	0.3745		2,058.7221	2,058.7221	0.0606		2,060.2366
Total	**1.0368**	**4.3080**	**8.1374**	**0.0302**	**1.4514**	**0.0251**	**1.4765**	**0.4090**	**0.0234**	**0.4324**		**3,074.6351**	**3,074.6351**	**0.1262**		**3,077.7892**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1138	3.4990	1.0099	9.4200e-003	0.2433	6.8100e-003	0.2501	0.0701	6.5100e-003	0.0766		1,006.8871	1,006.8871	0.0633		1,008.4691
Worker	0.8599	0.5655	6.5122	0.0199	2.1461	0.0168	2.1629	0.5692	0.0155	0.5846		1,986.3734	1,986.3734	0.0547		1,987.7407
Total	**0.9737**	**4.0645**	**7.5221**	**0.0294**	**2.3894**	**0.0236**	**2.4130**	**0.6392**	**0.0220**	**0.6612**		**2,993.2604**	**2,993.2604**	**0.1180**		**2,996.2098**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581

Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1138	3.4990	1.0099	9.4200e-003	0.1636	6.8100e-003	0.1704	0.0505	6.5100e-003	0.0570		1,006.8871	1,006.8871	0.0633		1,008.4691
Worker	0.8599	0.5655	6.5122	0.0199	1.2879	0.0168	1.3047	0.3585	0.0155	0.3740		1,986.3734	1,986.3734	0.0547		1,987.7407
Total	**0.9737**	**4.0645**	**7.5221**	**0.0294**	**1.4514**	**0.0236**	**1.4750**	**0.4090**	**0.0220**	**0.4310**		**2,993.2604**	**2,993.2604**	**0.1180**		**2,996.2098**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0846	2.6501	0.8974	9.1100e-003	0.2433	3.2300e-003	0.2465	0.0701	3.0900e-003	0.0731		975.6170	975.6170	0.0557		977.0097
Worker	0.8101	0.5115	5.9859	0.0192	2.1461	0.0163	2.1624	0.5692	0.0150	0.5842		1,913.7035	1,913.7035	0.0493		1,914.9347
Total	**0.8946**	**3.1616**	**6.8833**	**0.0283**	**2.3894**	**0.0196**	**2.4090**	**0.6392**	**0.0181**	**0.6573**		**2,889.3205**	**2,889.3205**	**0.1050**		**2,891.9444**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0846	2.6501	0.8974	9.1100e-003	0.1636	3.2300e-003	0.1668	0.0505	3.0900e-003	0.0536		975.6170	975.6170	0.0557		977.0097
Worker	0.8101	0.5115	5.9859	0.0192	1.2879	0.0163	1.3042	0.3585	0.0150	0.3735		1,913.7035	1,913.7035	0.0493		1,914.9347
Total	**0.8946**	**3.1616**	**6.8833**	**0.0283**	**1.4514**	**0.0196**	**1.4710**	**0.4090**	**0.0181**	**0.4271**		**2,889.3205**	**2,889.3205**	**0.1050**		**2,891.9444**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348		2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**		**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0825	2.6406	0.8702	9.0700e-003	0.2433	3.1800e-003	0.2465	0.0701	3.0400e-003	0.0731		971.8332	971.8332	0.0549		973.2048
Worker	0.7687	0.4663	5.5727	0.0186	2.1461	0.0161	2.1622	0.5692	0.0148	0.5840		1,854.3433	1,854.3433	0.0451		1,855.4714
Total	**0.8512**	**3.1069**	**6.4429**	**0.0277**	**2.3894**	**0.0193**	**2.4087**	**0.6392**	**0.0179**	**0.6571**		**2,826.1764**	**2,826.1764**	**0.1000**		**2,828.6761**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4200	11.0639	12.5172	0.0221		0.4506	0.4506		0.4348	0.4348	0.0000	2,001.9214	2,001.9214	0.3334		2,010.2563
Total	**1.4200**	**11.0639**	**12.5172**	**0.0221**		**0.4506**	**0.4506**		**0.4348**	**0.4348**	**0.0000**	**2,001.9214**	**2,001.9214**	**0.3334**		**2,010.2563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0825	2.6406	0.8702	9.0700e-003	0.1636	3.1800e-003	0.1668	0.0505	3.0400e-003	0.0535		971.8332	971.8332	0.0549		973.2048
Worker	0.7687	0.4663	5.5727	0.0186	1.2879	0.0161	1.3039	0.3585	0.0148	0.3733		1,854.3433	1,854.3433	0.0451		1,855.4714
Total	**0.8512**	**3.1069**	**6.4429**	**0.0277**	**1.4514**	**0.0193**	**1.4707**	**0.4090**	**0.0179**	**0.4268**		**2,826.1764**	**2,826.1764**	**0.1000**		**2,828.6761**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.7070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**9.8878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1521	0.0923	1.1029	3.6800e-003	0.4248	3.1800e-003	0.4279	0.1127	2.9300e-003	0.1156		367.0054	367.0054	8.9300e-003		367.2287
Total	**0.1521**	**0.0923**	**1.1029**	**3.6800e-003**	**0.4248**	**3.1800e-003**	**0.4279**	**0.1127**	**2.9300e-003**	**0.1156**		**367.0054**	**367.0054**	**8.9300e-003**		**367.2287**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.7070					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Total	**9.8878**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1521	0.0923	1.1029	3.6800e-003	0.2549	3.1800e-003	0.2581	0.0710	2.9300e-003	0.0739		367.0054	367.0054	8.9300e-003		367.2287
Total	**0.1521**	**0.0923**	**1.1029**	**3.6800e-003**	**0.2549**	**3.1800e-003**	**0.2581**	**0.0710**	**2.9300e-003**	**0.0739**		**367.0054**	**367.0054**	**8.9300e-003**		**367.2287**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6160	7.0531	21.3850	0.0811	7.1489	0.0626	7.2115	1.9131	0.0582	1.9713		8,262.3102	8,262.3102	0.4126		8,272.6239
Unmitigated	1.6160	7.0531	21.3850	0.0811	7.1489	0.0626	7.2115	1.9131	0.0582	1.9713		8,262.3102	8,262.3102	0.4126		8,272.6239

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	950.95	950.95	950.95	3,247,575	3,247,575
Enclosed Parking with Elevator	0.00	0.00	0.00		
Fast Food Restaurant w/o Drive Thru	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	83.91	83.91	83.91	114,361	114,361
Total	1,034.86	1,034.86	1,034.86	3,361,936	3,361,936

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Fast Food Restaurant w/o Drive Thr	16.60	8.40	6.90	1.50	79.50	19.00	51	37	12
High Turnover (Sit Down Restaurant	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Enclosed Parking with Elevator	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
Fast Food Restaurant w/o Drive Thru	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862
High Turnover (Sit Down Restaurant	0.545842	0.044768	0.205288	0.119311	0.015356	0.006227	0.020466	0.031333	0.002546	0.002133	0.005184	0.000692	0.000862

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885
NaturalGas Unmitigated	0.0750	0.6508	0.3451	4.0900e-003		0.0518	0.0518		0.0518	0.0518		818.2262	818.2262	0.0157	0.0150	823.0885

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5277.65	0.0569	0.4864	0.2070	3.1000e-003		0.0393	0.0393		0.0393	0.0393		620.8994	620.8994	0.0119	0.0114	624.5891
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1677.28	0.0181	0.1644	0.1381	9.9000e-004		0.0125	0.0125		0.0125	0.0125		197.3268	197.3268	3.7800e-003	3.6200e-003	198.4994
Total		**0.0750**	**0.6508**	**0.3451**	**4.0900e-003**		**0.0518**	**0.0518**		**0.0518**	**0.0518**		**818.2262**	**818.2262**	**0.0157**	**0.0150**	**823.0885**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5.27765	0.0569	0.4864	0.2070	3.1000e-003		0.0393	0.0393		0.0393	0.0393		620.8994	620.8994	0.0119	0.0114	624.5891

Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant w/o	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.67728	0.0181	0.1644	0.1381	9.9000e-004		0.0125	0.0125		0.0125	0.0125		197.3268	197.3268	3.7800e-003	3.6200e-003	198.4994
Total		**0.0750**	**0.6508**	**0.3451**	**4.0900e-003**		**0.0518**	**0.0518**		**0.0518**	**0.0518**		**818.2262**	**818.2262**	**0.0157**	**0.0150**	**823.0885**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502
Unmitigated	4.5515	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956	0.0000	31.1003	31.1003	0.0300	0.0000	31.8502

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5219	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956		31.1003	31.1003	0.0300		31.8502
Total	**4.5515**	**0.1990**	**17.2713**	**9.1000e-004**		**0.0956**	**0.0956**		**0.0956**	**0.0956**	**0.0000**	**31.1003**	**31.1003**	**0.0300**	**0.0000**	**31.8502**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5219	0.1990	17.2713	9.1000e-004		0.0956	0.0956		0.0956	0.0956		31.1003	31.1003	0.0300		31.8502
Total	**4.5515**	**0.1990**	**17.2713**	**9.1000e-004**		**0.0956**	**0.0956**		**0.0956**	**0.0956**	**0.0000**	**31.1003**	**31.1003**	**0.0300**	**0.0000**	**31.8502**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

800 South Fairfax Avenue
GHG Emissions Impact Compared to "Project Without GHG Reduction Features"

Source	Base Project Without GHG Reduction Features	As Proposed (2024)	Reduction from Base Project Without GHG Reduction Features	Change from Base Project Without GHG Reduction Features
Area	4	4	-	0%
Energy	976	976	-	0%
Mobile	1,801	1,385	(416)	-23%
Waste	128	64	-	-50%
Water	222	178	-	-20%
Construction	60	60	-	0%
Total Emissions	3,192	2,667	(524)	-16.4%

Source	Base Project Without GHG Reduction Features	As Proposed	Difference
Land Use	Same as proposed	209 DU, 2350 sf restaurant	None
Traffic/Mobile	1,538 gross ADT	1,183 gross ADT	23% reduction from Base Project scenario
Area	Same as proposed	Project assumptions	None
Energy	Same as proposed	Project assumptions	None
Waste	No reduction in construction waste	Reduce construction waste by 50%	50% reduction in construction waste
Water	No reduction in water use	20% reduction in potable water use.	20% reduction in potable water use.
Construction	Same as proposed	Project assumptions	None

Appendix B

Tree Letter

HARMONY GARDENS, INC.
Landscape Design Feng Shui
www.harmonygardens.net
Certified Arborist ISA WE-10883A

ShelleySparks, RLA #2896
12224 Addison Street
Valley Village,CA 91607
Phone (818) 505 - 9783
shelley@harmonygardens.net

December 2, 2019

Re: 800-840 S. Fairfax Avenue, Los Angeles, CA 90034,
A.P.N: 5086-008-010, 5086-008-012

According to Ordinance 177404 the following trees native tree species are protected: Oak trees including indigenous Oaks, Southern California Black Walnut, Western Sycamore and California Bay Tree. Any trees of the above species that are larger than 4" caliper at 4.5 feet above the ground level are to be considered protected for the purpose of this ordinance. Trees that are to be retained on the site need to be protected during any grading process to within 5' of the drip line of the tree to preclude potential damage to the tree. Non-protected trees of 8" caliper or larger need to be noted too.

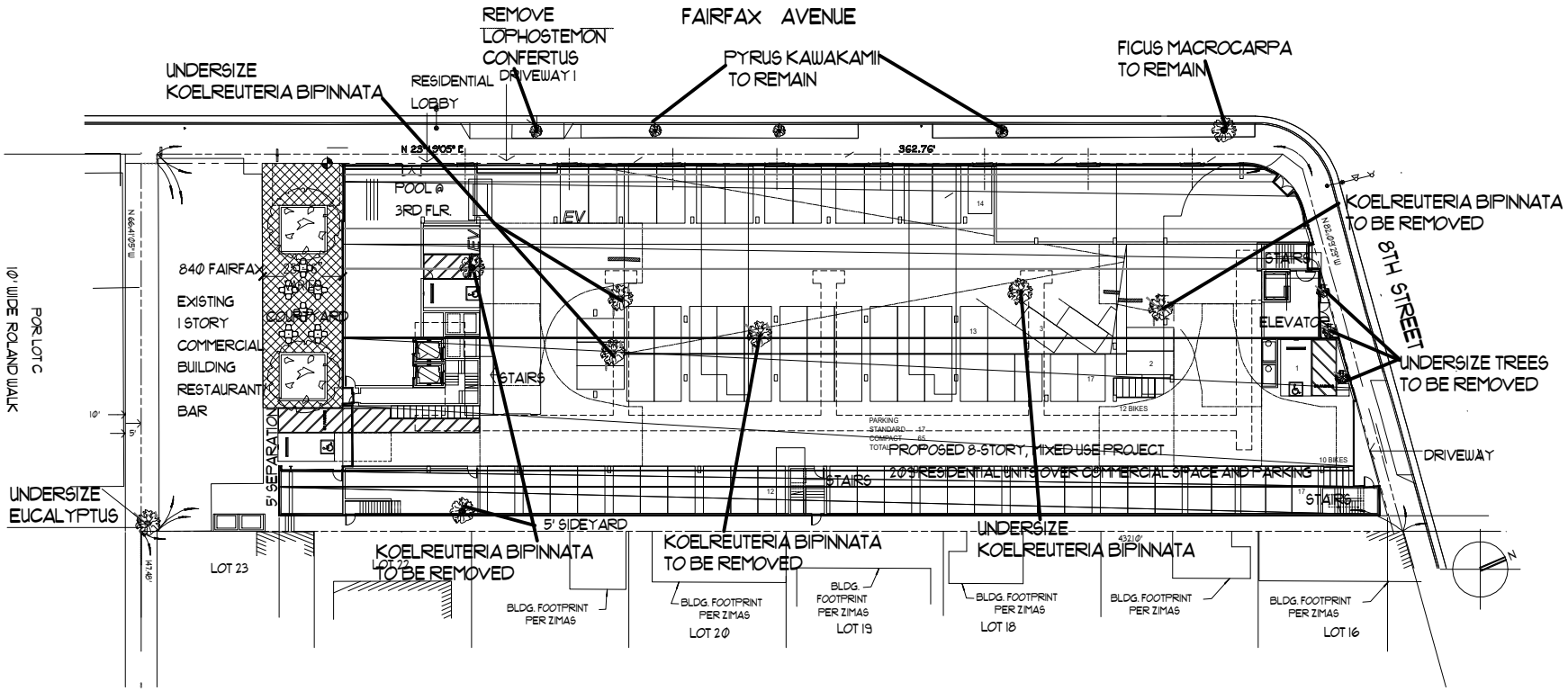
The protected trees may be relocated or removed upon prior approval of removal if a) its presence prevents the reasonable development of the property, b) the health of the tree is in decline and its restoration is not advisable or feasible c) It is in danger of falling d) It interferes with proposed utility or roadways within or without property e) It has no apparent aesthetic value that will contribute to the appearance and design of a proposed subdivision.

I have reviewed the subject properties on December 2, 2019 and the surrounding properties to determine if any protected trees are present. The lot in question had no protected trees and I observed no protected trees in the vicinity of the property. Trees observed on the property were four *Koelreuteria bipinnata.* In the public right of way there is one *Lophostemon confertus*, one *Ficus macrocarpa* and four *Pyrus kawakamii.* Adjacent properties had no trees. The new development will require the removal of the trees on private property. The new driveway will also require the removal of one tree in the public right of way. None of the species on adjacent properties or public right of way should be impacted by the development on this lot.

Respectfully submitted,

Shelley Sparks

Shelley Sparks, Harmony Gardens, Inc.
RLA #2896, Certified Arborist ISA WE-10883A


REMOVE
LOPHOSTEMON
CONFERTUS
FAIRFAX AVENUE
UNDERSIZE
KOELREUTERIA BIPINNATA
RESIDENTIAL
LOBBY
DRIVEWAY 1
PYRUS KAWAKAMII
TO REMAIN
FICUS MACROCARPA
TO REMAIN
N 23°19'05" E
362.76'
POOL @
3RD FLR.
EV.
KOELREUTERIA BIPINNATA
TO BE REMOVED
8TH STREET
840 FAIRFAX
EXISTING
1 STORY
COMMERCIAL
BUILDING
RESTAURANT
BAR
COURTYARD
STAIRS
ELEVATOR
UNDERSIZE TREES
TO BE REMOVED
12 BIKES
PARKING
STANDARD 47
COMPACT 65
TOTAL
PROPOSED 8-STORY, MIXED USE PROJECT
203 RESIDENTIAL UNITS OVER COMMERCIAL SPACE AND PARKING
10 BIKES
DRIVEWAY
5' SEPARATION
FOR LOT C
10' WIDE ROLAND WALK
UNDERSIZE
EUCALYPTUS
5' SIDEYARD
KOELREUTERIA BIPINNATA
TO BE REMOVED
KOELREUTERIA BIPINNATA
TO BE REMOVED
UNDERSIZE
KOELREUTERIA BIPINNATA
LOT 23
LOT 22
LOT 20
LOT 19
LOT 18
LOT 16
BLDG. FOOTPRINT
PER ZIMAS
N

			TREE MATRIX			
Are there any trees on the property, and/or within the public right-of-way next to the property, that will be removed or impacted* as a result of the project? - YES						
TREE STATUS	QUANTITY	TREE TYPES	REMOVED	RELOCATED	REPLACED	IMPACTED
Public Right of Way	5					
Non Protected	3	*Pyrus kawakamii*	0			
Non Protected	1	*Ficus macrocarpa*	0			
Non Protected	1	*Lophostemon confertus*	1			
Private property	4					
Non Protected	4	*Koelreuteria bipinnata*	4			

Appendix C-1

Historic Report




800-840 South Fairfax Avenue
Historical Resources Assessment Report

Prepared for:

Armbruster Goldsmith & Delvac LLP
Los Angeles, CA

Prepared by:

Architectural Resources Group
Los Angeles, CA

July 10, 2020

TABLE OF CONTENTS

Attachments

1. Introduction

At the request of Armbruster, Goldsmith & Delvac, LLP, Architectural Resources Group (ARG) has prepared this Historical Resources Assessment Report related to a proposed development project (referred to herein as "the Project") at 800-840 South Fairfax Avenue, Los Angeles ("Project Site" or "Site"). The Project Site is currently developed with three buildings that are located on two legal parcels:

- The parcel at 800-830 South Fairfax Avenue contains two multi-family residential buildings that are designed in a modest Mid-Century Modern style and were constructed in 1951. The building at the north end of the parcel is identified as 800 South Fairfax Avenue; the building at the south end of the parcel is identified as 830 South Fairfax Avenue.
- The parcel at 840 South Fairfax Avenue contains a one-story commercial restaurant building that is designed in the Tudor Revival style and was constructed in 1949. The building has been occupied by an Irish-themed restaurant and tavern called Tom Bergin's on a near-continuous basis since its construction. The building occupies the south section of the parcel; the north section of the parcel contains a surface parking lot that services the adjacent business.

The two residential buildings, 800 South Fairfax Avenue and 830 South Fairfax Avenue, have not been previously evaluated for historical significance, and neither building has been identified in a historic resource survey. The commercial building at 840 South Fairfax Avenue (Tom Bergin's) was identified as eligible for local listing in SurveyLA, Los Angeles's citywide historic resources survey, in 2015. The building was subsequently designated as Los Angeles Historic-Cultural Monument (HCM) No. 1182 in June 2019; the HCM designation includes two freestanding pole signs adjacent to the building, but does not include the surface parking lot to the north of the building.[1]

The Project includes the demolition of the two multi-family residential buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue, and construction of a new multi-story, mixed-use commercial and residential building on the Project Site. The new building will consist of 209 residential units over three levels of parking and 2,653 square feet of commercial space, in accordance with the Tier 4 requirements of the City of Los Angeles's Transit Oriented Communities (TOC) ordinance. The designated Tom Bergin's building will remain extant and will be incorporated into the Project. More information about the Project is included in *Section 2: Project Summary* of this report.

The purpose of this report is to fulfill the requirements of the California Environmental Quality Act (CEQA) as they relate to historical resources. CEQA states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."[2] An evaluation of potential impacts under CEQA includes both a determination of whether, and the extent to which, historical resources as defined by CEQA are present at the Project Site and, if so, the identification of potential impacts to historical resources caused by the Project. Toward these ends, this report includes an evaluation of each building on the Project Site against federal (National Register of Historic Places), state (California Register of Historical Resources), and local (Los

[1] Los Angeles City Clerk, Council File: 19-0293, received Mar. 26, 2019, last changed Jun. 19, 2019.
[2] California Public Resources Code, Section 21084.1.

Angeles Historic-Cultural Monument) designation criteria, and includes an analysis of project impacts to historical resources.

In summary, ARG, arrives at the following conclusions:

- The multi-family residential buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue do not meet eligibility criteria for listing in the National Register, the California Register, or as Los Angeles HCMs. Therefore, these buildings are not historical resources for purposes of CEQA.
- The commercial building at 840 South Fairfax Avenue (Tom Bergin's) is a locally designated HCM. It is also eligible for listing under state and federal criteria. Therefore, the building and its associated signage are historical resources for purposes of CEQA.
- The Project meets the *Secretary of the Interior's Standards for Rehabilitation* (the Standards), specifically as they relate to its adjacency to the designated Tom Bergin's building. Therefore, the Project will not result in a substantial adverse change in the significance of the historical resource.
- The Project will not have an indirect impact on adjacent historical resources, including the Carthay Circle Historic Preservation Overlay Zone (HPOZ) to the west and the Miracle Mile HPOZ to the east.

The following sections provide a detailed discussion of how these determinations were made.

2. Assessment Methodology

2.1. Field and Research Methods

Preparation of this report included the following tasks related to research, documentation, and analysis:

- Reviewed documentation related to the previous evaluation of 840 South Fairfax Avenue, including materials related to its designation as a Los Angeles HCM (2019);
- Reviewed pertinent federal and state technical bulletins, local ordinances, and other reference materials related to the evaluation of historical resources;
- Reviewed applicable historical building permits for the subject properties;
- Conducted a search in the California Historic Resources Inventory (HRI) database for previous survey and evaluation data;
- Conducted supplemental research to glean additional information about each building's development history, design, occupancy, and potential historical significance;
- Identified applicable historic contexts and themes;
- Evaluated each building against eligibility criteria for the National Register, the California Register, and as a Los Angeles Historic-Cultural Monument (HCM); and
- Reviewed the Project and evaluated its potential to impact historical resources under CEQA.

Research materials were culled from the following sources: the Los Angeles Public Library; the archives of the *Los Angeles Times* and other local periodicals; building permits obtained from the Los Angeles Department of Building and Safety; historic Los Angeles city directories; technical assistance bulletins published by the National Park Service (NPS) and the California Office of Historic Preservation (OHP); online image collections of the California State Library and USC Library; various online repositories; and ARG's in-house collection of architectural books and reference materials. A complete list of sources is included in *Section 10: Bibliography* of this report.

In addition to archival research, ARG conducted a site visit on December 11, 2019 to assess and document existing conditions. During the site visit, each property in the Project Site was documented with written notes and digital photographs.

2.2 Preparer Qualifications

This report was prepared by Katie E. Horak, Principal; Andrew Goodrich, AICP, Associate; and Rosa Lisa Fry. Project support was provided by ARG intern Krista Gelev. Ms. Horak, Mr. Goodrich, and Ms. Fry are Architectural Historians and Preservation Planners who meet the *Secretary of the Interior's Professional Qualifications Standards*, 36 CFR Part 61, in the discipline of Architectural History.

3. Previous Evaluations and Designations

The residential buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue are not currently designated under federal, state, or local registration programs. Neither building is listed in the HRI database for Los Angeles County (last updated 2012).

In 2015, the commercial property at 840 South Fairfax Avenue was identified in a historic resource survey of the Wilshire Community Plan Area, completed as part of SurveyLA in 2015. The property was identified as potentially eligible for local listing as a Los Angeles Historic-Cultural Monument (HCM) under the Commercial Development 1850-1980/Commercial Identity 1850-1980 context/theme combination as the long-time location of Tom Bergin's, a business with a significant association with the commercial identity of Los Angeles.[3] The property was assigned the corresponding California Historical Resource Status Code of 5S3: "appears to be individually eligible for local listing or designation through survey evaluation."[4]

In June 2019, 840 South Fairfax Avenue was designated as Los Angeles Historic-Cultural Monument (HCM) No. 1182. Consistent with the SurveyLA findings, the property was designated under local Criterion 1, "exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community," as the long-time location of Tom Bergin's, a business that bears a significant association with the commercial identity of Los Angeles.[5] Its period of significance was identified as 1949-2018. The HCM designation that was approved by the City Council applies to exterior features and finishes, interior features and finishes in front-of-house spaces, and two freestanding pole signs near the west property line. It does not include the adjacent surface parking lot, which was found to be "not a significant character defining feature of the monument."[6] The building is not currently designated under federal (National Register) or state (California Register) programs.

[3] An excerpt from the SurveyLA report for the Wilshire Community Plan Area is included as an appendix to this report.
[4] Refer to California Office of Historic Preservation *Technical Assistance Bulletin 8: User's Guide to the California Historical Resources Status Codes*, or more information about status codes and their application.
[5] Los Angeles City Clerk, Council File: 19-0293, received Mar. 26, 2019, last changed Jun. 19, 2019.
[6] Ibid.

4. Property History

4.1. General Setting

The Project Site encompasses two adjacent parcels that are located on the east side of Fairfax Avenue, at the cusp of the Mid-Wilshire/Miracle Mile and Carthay neighborhoods of central Los Angeles. Located at the southeast corner of Fairfax Avenue and 8th Street, the Site is located in the vicinity of the Miracle Mile commercial district, which is concentrated along Wilshire Boulevard, and sits about a block south of a future station for the under-construction Metro Purple Line subway extension at Wilshire Boulevard and Fairfax Avenue. This stretch of Fairfax Avenue is developed with a somewhat eclectic assortment of property types of various scales and ages; as a result, there is little continuity with respect to aesthetics and use in the vicinity of the Site. Institutional uses including the Petersen Automotive Museum and Shalhevet High School are located to the north and south of the Site, respectively; at the far south end of the block is a large mixed-use development that was constructed in 2017. Blocks to the west of the Site comprise single-family houses that date to the 1920s and '30s and are a part of the Carthay Circle Historic Preservation Overlay Zone (HPOZ); those to the east are developed with a mix of single-family and multi-family residences that also largely date to the 1920s and '30s and are part of the Miracle Mile HPOZ. Properties on the west side of this block of Fairfax Avenue are included in the Carthay Circle HPOZ, while properties on the east side of Fairfax Avenue are not included in the Miracle Mile HPOZ.

The area around the Site is flat and generally oriented around a modified street grid that is slightly askew of the cardinal directions. Fairfax Avenue is an arterial street that serves as a major north-south vehicular corridor through central Los Angeles. 8th Street is a collector street that provides a connection between Fairfax Avenue and adjacent residential neighborhoods to the east. The regularity of the street grid is interrupted by San Vicente Boulevard, which transects the area at a sharp angle.

Location Map. The general location of the Project Site is marked in yellow (Google Maps).

Two of the three subject buildings, 800 South Fairfax Avenue and 830 South Fairfax Avenue, occupy a single parcel at the southeast corner of Fairfax Avenue and 8th Street. This parcel is trapezoidal in shape and is one of very few residential parcels in the vicinity that fronts directly onto Fairfax Avenue. It is much longer than it is deep. Because of its corner location, the parcel also has frontage on 8th Street. The third subject building, 840 South Fairfax Avenue, occupies a separate parcel. This parcel is zoned for commercial use, is rectangular in shape, and is much smaller in size than the adjacent residential parcel.

Parcel map. The two parcel boundaries are marked in red; building footprints are marked in yellow and labeled accordingly (Google Maps).

4.2. 800-830 South Fairfax Avenue

800 South Fairfax Avenue: Architectural Description

800 South Fairfax Avenue is a two-story apartment building that was constructed in 1951.[7] The building is located at the southeast corner of Fairfax Avenue and 8th Street and has frontage on both streets. Both street-facing façades (north, west) are slightly set back from the public-right-of-way. The building has a trapezoidal footprint that corresponds to the shape of the parcel on which it sits, and is oriented inward toward an open interior courtyard. It is constructed of wood frame and sits on a poured concrete

[7] Construction date obtained from the Los Angeles County Office of the Assessor.

foundation. The building is designed in a modest Mid-Century Modern style, though it includes some architectural features associated with the Late Moderne style that was popular in the early postwar era.

The building is capped by a flat roof with projecting eaves. The roof was not visible at the time of ARG's site visit, but based on aerial photos and permit records it appears to be sheathed in a composition membrane. Exterior walls are clad with a lightly textured stucco finish, with vertical wood siding used as an accent material. Some of the exterior walls are angled, creating a sense of depth and dimension.

Since the building is arranged around a courtyard, many of its elevations are oriented inward. Ingress to individual units is provided via the courtyard. The courtyard is accessed on the west façade, via a breezeway that is approached by concrete steps and framed by slatted wood supports with articulated brick bases. Access to the courtyard is restricted by a metal security gate that is installed over the breezeway. There is also an exterior stair to the north of the breezeway, the access point to which has been partially infilled. Entrances to units consist of single, unarticulated wood doors. Upper-story units are also accessed through the courtyard, via exterior stairs. The stair landings are framed by metal rails. Within the courtyard, fenestration consists of tall, narrow wood casement windows that are arranged in groups and have operable transoms. There are also sliding wood windows. "Egg-crate" style grilles, comprising wood grids with squared voids, are used as a decorative element, particularly around doors.

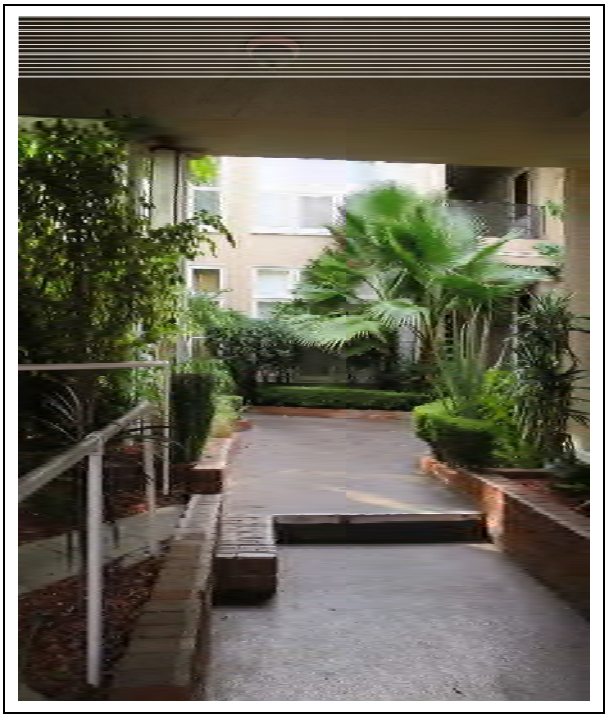
The two street-facing (north, west) façades are somewhat less articulated than those that face inward toward the courtyard. These façades are devoid of entrances, aside from the breezeway leading to the courtyard, and are fenestrated with casement, sliding, and hopper wood windows. Some windows are set within vertical channels; others exhibit the same floor-to-ceiling configuration that is used within the courtyard. A small number of windows have either been infilled to accommodate air conditioning units or have been replaced with vinyl windows. One window on the west façade features security bars.

The east and south façades are less publicly visible and far less articulated. These façades both feature cantilevered upper stories and are fenestrated with sliding and double-hung wood windows. The north façade features rear entrances; those on the upper story are accessed by exterior stairs with metal rails.

800 South Fairfax Avenue: Photos

North façade, view southwest (ARG, 2019)

West façade, view northeast (ARG, 2019)



Courtyard interior as seen from breezeway, view east (ARG, 2019)

North façade, detail of angled exterior walls (ARG, 2019)

East façade, view southwest. Note detached carport structure at left (ARG, 2019)

South façade, view northeast (ARG, 2019)

830 South Fairfax Avenue: Architectural Description

830 South Fairfax Avenue is also a two-story apartment building that was constructed in 1951.[8] It occupies the same legal parcel as 800 South Fairfax Avenue, and is very similar – but not identical – to its northern counterpart in plan and appearance. The street-facing (west) façade of 830 South Fairfax Avenue is slightly set back from the public-right-of-way. The building is rectangular in plan and oriented

[8] Construction date obtained from the Los Angeles County Office of the Assessor.

inward toward an interior courtyard. It is constructed of wood frame and sits on a poured concrete foundation. The building is designed in a modest Mid-Century Modern style, though it includes some architectural features associated with the Late Moderne style that was popular in the early postwar era.

The building is capped by a flat roof with projecting eaves. Portions of the eaves are pierced. The roof was not visible at the time of ARG's site visit, but based on aerial photos it appears to be sheathed in a composition membrane. Exterior walls are clad with a lightly textured stucco finish, with vertical wood siding used as an accent material. On the west façade, the base of the building is clad with painted brick.

Since the building is arranged around a courtyard, many of its elevations are oriented inward. Ingress to individual units is provided via the courtyard. The courtyard is accessed on the west façade, via a breezeway that is approached by concrete steps and framed by slatted wood supports with articulated brick bases. Access to the courtyard is restricted by a metal security gate that is installed over the breezeway. There is also an exterior stair to the south of the breezeway, the access point to which has been partially infilled. Entrances to units consist of single, unarticulated wood doors. Upper-story units are also accessed through the courtyard, via exterior stairs. The stair landings are framed by metal rails. Within the courtyard, fenestration consists of tall, narrow wood casement windows that are arranged in groups and have operable transoms. There are also sliding wood windows. "Egg-crate" style grilles, comprising wood grids with squared voids, are used as a decorative element, particularly around doors.

The street-facing (west) façade is somewhat less articulated than those that face inward toward the courtyard. This façade is devoid of entrances, aside from the breezeway leading to the courtyard, and is fenestrated with casement and sliding wood windows. Some of these windows are set within vertical channels. A small number of windows on this façade have been replaced with vinyl windows.

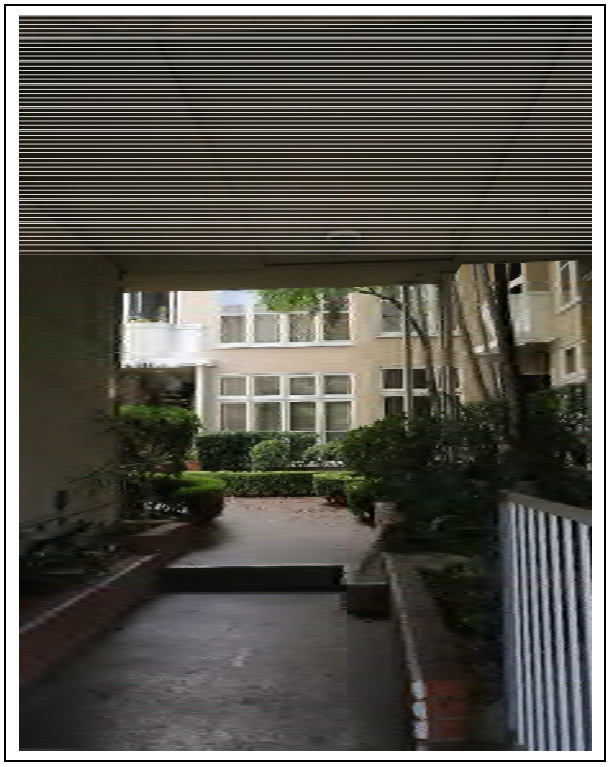
The north, south, and east façades are less publicly visible and far less articulated. These façades feature cantilevered upper stories and are fenestrated with sliding and double-hung wood windows; a few of the windows have been infilled to accommodate air conditioning units. The north and south façades have rear entrances; those on the upper story are accessed by exterior stairs with metal rails.

830 South Fairfax Avenue: Photos

West façade, view northeast (ARG, 2019)

Detail of pierced eave (ARG, 2019)

West façade, detail of breezeway entrance, view southeast (ARG, 2019)



Interior courtyard as seen from breezeway, view east (ARG, 2019)

North façade, view southeast (ARG, 2019)

South façade, view northeast (ARG, 2019)

Site and Landscape Features

Spanning the east property line, to the rear of the two residential buildings, are two detached carport structures that also date to 1951.[9] The carports are constructed of wood, capped by flat roofs and parapets, and clad with stucco. They are vernacular structures and lack the characteristics of an

[9] Construction date gleaned from building permit records.

architectural style, though their appearance is generally consistent with the apartment buildings with which they are associated. The carports are accessed via two concrete driveways: one is approached from the north via 8th Street, and the other is approached from the west via Fairfax Avenue and occupies a narrow space between the two residential buildings. Each driveway is secured by a metal access gate.

Landscape features are generally located within the courtyards of each building. The courtyards are compact spaces that are planted with a variety of mature trees and manicured shrubs and transected by curved footpaths. Elsewhere on the parcel, landscaping is confined to the shallow north and west setbacks and consists of various buffer plantings. The setbacks feature low brick accent walls. There are multiple species of mature and semi-mature street trees in the parkway space along Fairfax Avenue.

4.3. 840 South Fairfax Avenue

Architectural Description: Exterior

840 South Fairfax Avenue is a one-and-a-half story restaurant building that was constructed in 1949 and is the longtime location of an Irish-themed restaurant and tavern called Tom Bergin's. It occupies a separate parcel to the immediate south of the residential buildings at 800-830 South Fairfax Avenue.

The building is a low-slung, two story building that abuts the south property line and is minimally set back from the street. The building sits on a poured concrete foundation and is constructed of wood frame. It is rectangular in plan and spans the depth of the parcel. Architecturally, the building is a modest interpretation of the Tudor Revival style. Most of the building is capped by a steeply pitched, cross-gabled roof that is clad with composition shingles and features shallow eaves, bargeboards, and glazed dormers. A weathervane is affixed to its ridge, near the west end of the building. The west elevation is capped by a shed roof, which is also steeply pitched and clad with composition shingles. The south elevation, most of which is obscured from public view, is capped by a flat roof that is likely sheathed in a composition membrane. Mechanical equipment is installed atop the flat section of roof.

Exterior walls are clad with various materials including textured stucco, wood lap siding, wood board-and-batten siding, and clinker bricks that are laid in a running bond pattern. Generally, clinker brick is used as the primary cladding material on the street-facing (west) façade, and is also used as an accent material; wood siding is applied to gable ends, dormers, and other exposed elements on the building's upper appurtenances; and other exterior surfaces are clad with stucco. This variety of materials helps to provide the building with its characteristically rusticated, hand-hewn appearance.

The primary façade faces north. Features on this façade are asymmetrically composed. Near the center of this façade is a jettied projection that features a prominent front gable and is framed by decorative wood brackets. This projection is offset slightly to reinforce the building's prevailing sense of asymmetry. Within the gable end are three tall, narrow multi-light wood hopper windows that are surmounted by transoms. These windows are set within a wood frame with a bracketed sill and a bracketed hood. Elsewhere on this façade, fenestration consists of multi-light wood hopper windows, all of which feature stained glass and metal grilles. Windows located to the east of the center gable are arranged singularly; those to the west are arranged in pairs and are framed by a continuous sill course.

What is now the building's main entrance is located on the primary (north) façade, beneath the center gable. It consists of a single, flush-mounted wood door with a vision panel, and is surmounted by an overhead fabric awning that is fastened to metal posts. This entrance is not original to the building; it was added ca. 2012 to improve access between the restaurant/tavern and its adjacent parking lot. The entrance is approached by brick planters that extend into the parking lot; these bricks are also applied to a low wall that delineates a walkway and patio, and to a buffer planter that spans the east volume of the primary elevation. The brick wall and planters were also added ca. 2012.

Features on the west (street-facing) façade are also arranged asymmetrically. This façade is dominated by a large, jettied gable with decorative wood brackets. At the north end of this elevation is another entrance, consisting of a single, unarticulated wood door that is surmounted by a small hood. This entrance was originally the primary means of ingress to the restaurant/tavern, but was converted into a secondary entrance ca. 2012. It is framed by a non-original brick perimeter wall. Fenestration on the west façade consists of paired wood casement windows, all of which are glazed with stained rondel glass. Windows on the ground level feature metal grilles and brick sills; those that are located up above, in the gable, are framed by a wood surround. Sconces are affixed to the brick walls along this façade.

The south and east façades are obscured from public view and are more utilitarian in appearance. The south façade is punctuated by steel hopper windows with wired safety glass. These windows were originally operable, but their frames have since been painted shut to comply with modern building codes. The south façade also features two glazed dormers that align with those on the primary (north) façade; while the north-facing dormers are original to the building, the south-facing dormers were added ca. 2014. Features on the east façade include rear exit doors that open onto a service patio, and a brick chimney that projects past the roofline. The service patio is enclosed by a stucco wall and wood gates. Appended to the east façade is a small, 335-square-foot addition that was constructed in 2012 to accommodate walk-in coolers and back-of-house equipment.

Architectural Description: Interior

In addition to the building exterior, the HCM designation for 840 South Fairfax Avenue also addresses character-defining spaces, features, and finishes within the building. Much of the building's significance is derived from these interior spaces; thus, a brief discussion of interior features is included herein.

Front-of-house operations within the building are divided between three principal spaces: (1) the tavern, (2) the main dining area, and (3) a private dining room. The primary entrance leads into the tavern. Floors in the tavern are finished with brick; the ceiling is spanned by exposed, bracketed wood tie beams that have a hand-hewn appearance and resemble heavy timbers. Interior walls are composed of burnished wood panels with extensive wood trim. The irrefutable focal point of the tavern is a large, horseshoe-shaped cocktail bar that wraps around the room in a 360-degree configuration. The bar is constructed of paneled wood and is capped with copper. A metal foot rail is affixed to its base. Wood casework is located behind the bar and is used to store and display liquor bottles, glassware, and other accoutrements. The casework is surmounted by decorative molding and a wall-mounted sign that reads "HOUSE OF IRISH COFFEE." Three wood-and-vinyl banquettes are built into the west wall. Four wood doors (two on the south wall and two on the east wall) lead to restrooms and other back-of-house

spaces. The south wall also features glazed doors that originally led to a phone booth (the phone booth itself has been removed; the doors remain extant, though they are no longer operable).

The main dining area is located adjacent to the tavern. These spaces generally flow into one another, but are separated by an L-shaped partition that frames the primary entrance. The partition is composed of stained wood, rondel glass, and embossed upholstered panels. The main dining area is located to the west of the partition. It is a long, narrow space that features brick floors, burnished wood wall panels and wood trim, and a coved plaster ceiling. Wood-and-vinyl banquettes are built into the north and south walls; the single banquette on the south wall is horseshoe-shaped. Next to this banquette, on the south wall, are two wood doors with small textured vision panels and large metal kick plates. These doors lead to back-of-house spaces. A third wood door, which features a horseshoe-shaped knocker and a small inset panel with quatrefoil details, leads to the partial second story. Other features in the main dining area (all on the south wall) include integral wood casework, a wet bar that is framed by scalloped wood trim, and a cashier station with wood casework that occupies a niche near the primary entrance.

The private dining room is located to the west of the main dining area and is accessed by a pair of glazed, paneled, multi-light wood doors. The dining room is a large, voluminous space, with a vaulted ceiling that is supported by exposed wood rafters and bracketed wood tie beams. A metal ring chandelier is suspended from each tie beam. Floors are finished with contemporary carpet; walls are finished with a combination of burnished wood panels and textured stucco. The east wall is dominated by a fireplace that features a clinker brick firebox, stone hearth, and bracketed wood mantel. Next to the fireplace is a single wood door that acts as an emergency exit. A small cocktail bar is located at the southwest corner of the room. Several small metal sconces are affixed to the north and south walls.

These front-of-house spaces, and especially the tavern, are replete with various types of ephemera. Photographs, certificates of commendation, newspaper clippings, menus, sports memorabilia, plaques, horseshoes, and other appurtenances that bear an association with the business and its history are affixed to the walls. What is generally considered to be the building's most iconic ephemeral element is a collection of cardboard shamrocks affixed to the ceiling of the tavern and main dining area. These shamrocks were installed over the course of the business's history to memorialize its favored patrons.

Additional spaces within the building are not character-defining. Other spaces on the ground level are occupied by various back-of-house operations. These spaces are utilitarian and lack distinctive features. Off the main dining area, behind a door, is a set of stairs that leads to a partial upper story. Tucked into the eaves, the upper story originally served as additional back-of-house space, but in 2017 it was repurposed into a lounge. None of the features and finishes on the second story appear to be original.

Site and Landscape Features

The restaurant/tavern is serviced by a surface parking lot that is located to the north of the building. The parking lot is framed by a brick perimeter wall, which is largely original but was augmented ca. 2012 to include a buffer planter and brick piers that are capped by horse head busts. A non-original trash enclosure and non-original brick accent wall are located at the east end of the parking lot. Landscaping is minimal and consists of hedges and shrubs, which are generally confined to the building's perimeter.

Four signs are associated with the property. Two are affixed to the building's north and west façades and read "COCKTAILS." The other two signs are freestanding. Adjacent to the parking lot is a pole sign that reads "TOM BERGIN STEAKS CHOPS" on its upper face and "PUBLIC HOUSE" on its lower face. A second pole sign is located to the south of the building; this sign is styled in the shape of a shamrock and reads "HOUSE OF IRISH COFFEE." All of the signs appear to be illuminated with neon.

The signs were included in the 2019 HCM designation for 840 South Fairfax Avenue; the parking lot was excluded from the designation as it was deemed not to be a character-defining feature of the property.

840 South Fairfax Avenue: Photos

West façade, view southeast (ARG, 2019)

West façade, view northeast (ARG, 2018)

North façade, view southwest (ARG, 2018)

North façade, detail of entry, view south (ARG, 2018)

South façade, view northeast (ARG, 2018)

Detail of jettied gable and decorative brackets on west façade (ARG, 2018)

Detail of textured stucco and clinker brick wall cladding on north façade (ARG, 2018)

Detail of freestanding pole signs at west property line (ARG, 2018)

Building interior, tavern, view southwest (ARG, 2018)

Building interior, tavern, view east (ARG, 2018)

Detail of U-shaped banquettes in tavern, view southwest (ARG, 2018)

Building interior, dining area, view east (ARG, 2018)

Building interior, dining room, view east (ARG, 2018)

Detail of fireplace in dining room, view east (ARG, 2018)

4.4. Chronology of Development and Use

The following sections chart the development history of each of the two legal parcels comprising the Project Site over time. This is organized in two sub-sections: (1) a chronology of development and use for each property, and (2) a list of alterations that have been made to each property. Alterations are generally limited to building exteriors; however, since 840 South Fairfax Avenue includes interior spaces that are included as part of the HCM designation, interior alterations to that building are also addressed.

The chronologies herein reference material changes that have modified the appearance of the properties in a consequential way. Additional permits have been issued over the years for minor modifications including tenant improvements, the installation of new HVAC units, electrical upgrades, and other nominal endeavors that did not affect the exterior of the buildings. Source materials include online building permits obtained from the City of Los Angeles Department of Building and Safety, Sanborn Fire Insurance Maps, historical newspaper articles from the *Los Angeles Times* and other local publications, historic photographs and historic aerial images, and other pertinent archival materials.

Alterations were noted and inventoried on a site visit conducted by ARG on December 11, 2019. Whenever possible, these alterations were corroborated by building permits listed herein, Sanborn Fire Insurance Maps, historic images, property data from the Los Angeles County Office of the Assessor, and other archival sources. For alterations that are reflected in the permit record and/or other sources, the year that the alteration occurred is listed parenthetically. It is not always known when the alterations below took place.

Development Chronology: 800-830 South Fairfax Avenue

1950	Permit issued to construct a two-story, 19-unit apartment building at 830 S Fairfax Ave. No architect is listed on the permit; Albert Rothenberg is listed as the contractor and owner.[10] Permit issued to construct a private garage to the rear of the apartment building at 830 S Fairfax Ave. No architect is listed on the permit; Albert Rothenberg is listed as the contractor and owner.[11]
1951	Permit issued to construct a two-story, 21-unit apartment building at 800 S Fairfax Ave. Sam Reisbord is listed as the architect; Westside Building Company is listed as the contractor and owner.[12] Permit issued to construct a private garage to the rear of the apartment building at 800 S Fairfax Ave. Sam Reisbord is listed as the architect; Westside Building Company is listed as the contractor and owner.[13] Certificates of Occupancy issued for all buildings on the parcel: the apartment house and garage at 800 S Fairfax Ave, and the apartment house and garage at 830 S Fairfax Ave.[14]
1988	Permit issued to remove the existing rock roof and install a new roof on the apartment buildings at 800 S Fairfax Ave and 830 S Fairfax Ave. Fisher Roofing Company, Inc. is listed as the contractor; Westside Building Company is listed as the owner.[15]
1990	Permit issued to remove the existing roof and install a new built-up roof on the garage structures at 800 S Fairfax Ave and 830 S Fairfax Ave. Fisher Roofing is listed as the contractor; Westside Building Company is listed as the owner.[16]

[10] Los Angeles Department of Building and Safety, Permit No. LA28616, issued Dec. 1950. The permit lists the site address as 840 S Fairfax Ave; however, the address was changed 830 S Fairfax Ave when the Certificate of Occupancy was issued in 1951.
[11] Los Angeles Department of Building and Safety, Permit No. LA28617, issued Dec. 1950.
[12] Los Angeles Department of Building and Safety, Permit No. LA00163, issued Jan. 1951.
[13] Los Angeles Department of Building and Safety, Permit No. LA00164, issued Jan. 1951.
[14] Los Angeles Department of Building and Safety, Certificates of Occupancy for Permit Nos. LA00163, LA00164, LA28616, and LA28617, issued Oct. 1951.
[15] Los Angeles Department of Building and Safety, Permit No. LA96272, issued Apr. 1988.
[16] Los Angeles Department of Building and Safety, Permit No. LA51415, issued Feb. 1990.

Alterations: 800-830 South Fairfax Avenue

The following alterations pertain to both apartment buildings on the property, 800 S Fairfax Ave and 830 S Fairfax Ave, unless otherwise noted:

- A limited number of original wood windows have been replaced with vinyl windows
- A limited number of window openings have been infilled to accommodate air conditioning units
- The original rock roof was replaced with a built-up roof (1988)
- Security gates have been added to the courtyard entrances and driveways
- Security bars have been added to some windows on 800 N Fairfax Ave
- A low wall has been added to the base of an exterior stair on the west façade of each building, restricting access to the stairwell from the sidewalk
- Planter walls abutting the west property line have been augmented

Development Chronology: 840 South Fairfax Avenue

1947	Permit issued to construct a two-story restaurant building at 840 South Fairfax Avenue. No architect is listed on the permit; Tom Bergin is listed as the contractor and owner.[17]
1949	Certificate of Occupancy issued for the new restaurant building. The building was identified as a 2-story, Type I restaurant that could house 125 occupants.[18]
1983	Permit issued to repair unspecified fire damage, valued at $2,000.[19]
2012	Permit issued to remove and replace roof shingles.[20] Permit issued to construct a 335-square-foot addition at the rear (east) of the building. The addition was associated with an order issued by the Health Department to enclose a walk-in cooler and back-of-house storage.[21] Certificate of Occupancy issued for the rear addition.[22]

[17] Los Angeles Department of Building and Safety, Permit No. LA29354, issued Dec. 1947.
[18] Los Angeles Department of Building and Safety, Certificate of Occupancy for Permit No. LA29354, issued Mar. 1949.
[19] Los Angeles Department of Building and Safety, Permit No. LA76383, issued Nov. 1983.
[20] Los Angeles Department of Building and Safety, Permit No. 12016-30000-03488, issued Feb. 2012.
[21] Los Angeles Department of Building and Safety, Permit No. 11016-10000-20201, issued Mar. 2012.
[22] Los Angeles Department of Building and Safety, Certificate of Occupancy for Permit No. 11016-10000-20201, issued Jun. 2012

Alterations: 840 South Fairfax Avenue

- A 335-square-foot addition was appended to the east façade (2012)
- The west (original) entrance was repurposed into a secondary entrance; its glazed double doors were replaced with a single, unarticulated door (ca. 2012)
- The primary entrance was relocated to the north façade. A new opening was inserted into the face of the building, and consists of a single wood door with a vision panel (ca. 2012)
- A fabric awning and metal support posts were installed above the north entrance (ca. 2012)
- Two glazed dormers were added to the south elevation. These new dormers were oriented to align with the original dormers on the north elevation (ca. 2014)
- Diamond-paned glazing in the west-facing windows was replaced with stained rondel glass (ca. 2012)
- Minor modifications were made to signage. The wall-mounted sign on the west façade was added; the lower face on the north pole sign was modified to read "PUBLIC HOUSE" (ca. 2012)
- A wood trash enclosure was constructed at the east end of the parking lot (ca. 2012)
- Brick accent walls and planters were added to the parking lot; the original brick perimeter wall at the parking lot was augmented to include piers with horse head busts; a brick walkway and patio were added to the north façade; and a brick wall was added in front of the west entrance, presumably to denote its reconfiguration from a primary to a secondary entrance (ca. 2012)
- Improvements were made to some interior spaces. While the tavern and dining rooms generally retain their original fabric, various upgrades were made to restrooms, kitchen facilities, and other back-of-house spaces. The partial second floor, which historically housed storage spaces, offices, and other utilitarian functions, was repurposed into a modern, speakeasy-style lounge.

Nearly all of the above-listed alterations date to circa 2012, shortly after the restaurant/tavern was sold and new ownership undertook a series of minor alterations.

5. Historical Background and Context

5.1. Development of the Mid-Wilshire and Carthay Neighborhoods

The Project Site is located on the cusp of the Mid-Wilshire and Carthay communities, two predominantly residential districts in central Los Angeles that were largely developed between the 1920s and 1940s.[23]

Very generally speaking, Fairfax Avenue serves as the dividing line between these two communities; neighborhoods comprising the Mid-Wilshire area are located to the east of Fairfax, and those comprising Carthay are located to the west. Both communities are parsed into a number of smaller neighborhoods, each with its own visual character and sense of identity. Mid-Wilshire is transected by the Miracle Mile district, a dense, linear concentration of commercial development along the Wilshire Boulevard corridor.

These neighborhoods are located in proximity to what was historically one of the most lucrative sites for oil production in all of Los Angeles. In 1902, a vast natural oil reservoir known as the Salt Lake Oil Field was discovered near the La Brea Tar Pits, which eventually yielded millions of barrels of crude.[24] By the early twentieth century, the area was dotted with oil derricks and other pieces of infrastructure that were used to extract crude from the ground. As Los Angeles witnessed considerable growth in the early decades of the twentieth century, the Gilmore and Hancock families, who together owned most of the area, saw the economic value of real estate as more and more people arrived in Los Angeles, seeking to set down roots. It became clear that real estate development had the potential to be just as, if not more, profitable than oil extraction. By the 1930s, the Gilmores and Hancocks had subdivided almost all of the land to the north of Wilshire Boulevard, which pushed the trajectory of Los Angeles's development west and gave way to new communities like Beverly Grove, Fairfax, and Hancock Park.[25]

New development in the area consisted largely of residential neighborhoods, which consisted of both single-family and multi-family dwellings. Generally, these neighborhoods were marketed as discrete subdivisions and consisted of modest houses that were designed in a variety of Period Revival styles. Developed at the cusp of the automobile's ascent as the preferred mode of travel in Los Angeles, many of these neighborhoods feature garages, curb cuts, driveways, streetlights, and other physical attributes that are explicitly geared toward the car. Most of the houses in the vicinity of the Project Site were constructed between the 1920s and 1940s. By World War II, the neighborhood was largely built out.[26]

Similar efforts were also taking place to the south of Wilshire Boulevard. In 1922, J. Harvey McCarthy subdivided 136 acres to the south of Wilshire on which to develop a planned community with a distinctive sense of place. He named the new community Carthay Center, a variation of his surname.[27]

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[23] "SurveyLA Historic Resources Survey Report: Wilshire Community Plan Area," prepared by Architectural Resources Group, Inc. for the City of Los Angeles (2015), 6-7; "Mapping L.A.," *Los Angeles Times*, accessed Mar. 2020.
[24] N.H. Darton, et al., "Guidebook of the Western United States," bulletin published by the United States Geological Survey, Department of the Interior (1916), 95.
[25] "SurveyLA Historic Resources Survey Report: Wilshire Community Plan Area," 18.
[26] Ibid. Additional information relating to broad development patterns in the area was gleaned through the analysis of historic aerial images and Sanborn fire insurance maps.
[27] City of Los Angeles Office of Historic Resources, "Carthay Circle," accessed Mar. 2020.

McCarthy envisioned Carthay Center as eventually developing into a complete community "with a church, elementary school, hotel, theater, commercial center, and a variety of housing opportunities."[28] Captivated by California's history, streets in Carthay Center were named for prominent figures in the California Gold Rush, and the Spanish Colonial Revival style was McCarthy's architectural idiom of choice. Carthay Center was also the first in Los Angeles to be planned with underground utilities, an effort to retain an unfettered streetscape and keep the community free of unsightly poles and wires.[29]

From its inception, Carthay Center (later re-named Carthay Circle) was a desirable subdivision dominated by one-story, Period Revival style dwellings and smaller amounts of multi-family housing. The neighborhood was oriented around an irregular street grid that deviated from the orthogonality of adjacent neighborhoods and underscored McCarthy's desire to render his development truly unique. By the early 1930s, the Carthay neighborhood had expanded to the south to also include the areas now known as South Carthay and Carthay Square, which carried forward the prevailing development pattern and architectural character as Carthay Circle but were associated with different developers. All sections of the Carthay community were largely built out by the onset of World War II.

Residential growth in central Los Angeles was accompanied by other types of development that arose to serve the day-to-day needs of those who lived nearby. Starting in the 1930s, commercial blocks began to coalesce along many of the area's major streets: La Brea and Fairfax avenues and Pico, Olympic, and San Vicente boulevards. They were developed with a mix of retail stores, restaurants, markets, theaters, and other commercial uses, sowing the seeds for the commercial arteries that punctuate the area today.

Commercial development along Wilshire Boulevard played an important role in steering the growth of these neighborhoods. In 1921, A.W. Ross acquired land along a peripheral stretch of Wilshire Boulevard between La Brea and Fairfax avenues, which at the time was a dirt road surrounded by little more than grain farms and oil fields. Ross foresaw this stretch of Wilshire as eventually developing into a teeming shopping district that would rival the Downtown business district – an idea that was initially written off as quixotic, but became a reality as the proliferation of the car hastened the decentralization of the city and strung new development outward along these axial, car-oriented boulevards.

Ross's prescience was validated in 1929 when Desmond's, a prominent department store, opened a branch at Wilshire Boulevard and La Brea Avenue, miles west of the central business district.[30] Other retailers soon followed suit and opened stores in the area. By the 1930s, what had once been sardonically referred to as "Ross's Folly" had rapidly evolved into the Miracle Mile, one of Los Angeles's premier shopping destinations.[31] The Miracle Mile shopping district signified affluence, newness, and convenience, and embraced the advent of the automobile. It contrasted with the aging Downtown commercial core, and symbolized how the automobile could – and would – reshape the urban fabric.

Most of the neighborhoods in and around the Mid-Wilshire, Carthay, and Miracle Mile areas witnessed most of their development between the 1920s and 1940s, and were largely built out by World War II. Both first improved in the early postwar period, the two parcels comprising the Project Site – 800-830

[28] Ibid.
[29] City of Los Angeles, "Carthay Circle Preservation Plan," adopted Dec. 9, 2010, 17.
[30] Aaron Betsky, "Miracle Mile's Desmond Building Designed to Rise Above the Rest," *Los Angeles Times*, Feb. 28, 1991.
[31] Ruth Wallach, *Miracle Mile in Los Angeles: History and Architecture* (Charleston: The History Press, 2013).

South Fairfax Avenue (1951) and 840 South Fairfax Avenue (1949) – are representative of how remaining undeveloped properties in this area of Los Angeles were filled in with postwar development in subsequent years.

5.2. Courtyard Apartments

Both residential buildings on the Project Site – 800 South Fairfax Avenue and 830 South Fairfax Avenue – are examples of courtyard apartments, a common type of multi-family housing in Los Angeles for much of the twentieth century that emerged in the 1910s and remained popular through the 1960s.

Courtyard apartments have their origins in the bungalow court, an architectural type which began appearing in Southern California in the 1910s. The typical bungalow court is composed of a series of small, detached single-family dwellings arranged around a common central courtyard. They were designed to emphasize shared outdoor spaces that leveraged Southern California's temperate climate and provided residents with access to air and light – a departure from the dense, cramped apartment houses and tenements that were common in New York and other Eastern cities.[32] Bungalow courts were typically designed by contractors, not architects, and were modest in scale and accoutrement. They provided an affordable and attractive alternative to apartment living to households of modest means.

In the late 1910s and early 1920s, Los Angeles was amid a period of unprecedented population growth, and multi-family housing became a more popular and widely accepted option for living. Bungalow courts continued to be constructed at this time, but their low density was a shortcoming; the heightened demand for more housing at this time led architects and contractors to take existing building forms and transpose them into new architectural types that could better accommodate the needs of a rapidly-growing city without sacrificing access to the out-of-doors.[33] These factors lent impetus to the emergence of the courtyard apartment, a regionally distinctive multi-family type that was rooted in the form of the bungalow court and represented an attempt to balance the goals of privacy and density.

Courtyard apartments were distinguished from bungalow courts in several key ways. In contrast to bungalow courts – which tended to be low-slung and single-story – courtyard apartments were denser and noted by their multi-story massing, which could accommodate twice as many units and make more efficient use of a residential lot. Whereas bungalow courts most often comprised multiple freestanding buildings, courtyard apartments contained their residential units in a single building, or sometimes a pair of buildings, again with the intent of maximizing density. And finally, while bungalow courts were geared toward those of modest means, courtyard apartments targeted the growing middle class and were marketed as a somewhat more dignified type of urban housing.[34] As such, courtyard apartments tended to include more articulation and detail than their forebears, and often incorporated elements of Mediterranean-inspired architectural styles that were immensely popular at this time.

[32] SurveyLA, Citywide Historic Context Statement, "Context: Residential Development and Suburbanization, 1880-1980, Theme: Multi-Family Residential Development, 1895-1970," Dec. 2018, 40-48.
[33] Ibid, 52.
[34] Ibid, 52-53.

The earliest courtyard apartments in Los Angeles began appearing in the 1910s, but it was not until the 1920s that this variant of multi-family housing truly came of age. By this time, myriad examples of courtyard apartments could be found in and around Los Angeles, contributing to the scale and form of residential neighborhoods and becoming an ever-more-ubiquitous part of the region's urban fabric. The zenith of the courtyard apartment type is typically identified as the 1920s and early 1930s. Examples of courtyard apartments that were built at this time frequently featured a U-shaped plan, contained between four and twenty units, and rarely exceeded two stories in height. They "had no need to advance or radically depart from common building technologies of the period from 1910 to 1930," and were typically designed in the various Period Revival styles that were popular at the time.[35] Some architects, including brothers F. Pierpont and Walter Davis and husband-and-wife Arthur and Nina Zwebell, designed elaborate courtyard apartment that became important examples of this housing type.

The articulated courtyard apartments of the 1920s and early 1930s were supplanted by more stripped-down, vernacular versions in the Depression era. Reflective of the austerity of the era, the developers of courtyard apartments moved away from the elaborate courts of previous years and instead erected complexes that were less festooned and were designed in the more chaste American Colonial Revival or Minimal Traditional styles. Architects were rarely involved in their design.

The courtyard apartment type evolved again in the early postwar era in response to the unprecedented demand for new housing. For many young families just starting out, a single-family house was financially out of reach, and so suitable multi-family alternatives were needed in order to accommodate this surging demographic. Drawing upon mass production techniques that had been honed during the war, builders of courtyard housing were able to erect complexes that were larger and denser, often reaching three stories in height instead of two and sprawling across two or more residential lots. Postwar-era courtyard apartments continued to exhibit the basic form and program of their forebears – configuration around a central courtyard and access to open space – but instead of lush gardens these communal spaces were often occupied by concrete patios and swimming pools. Postwar-era courtyard apartments are also distinguished by their use of the Mid-Century Modern, Ranch, and other architectural styles that were befitting of the modern era. Most were vernacular, and forfeited quality of materials and design for stucco and wood forms which prioritized efficiency above architectural merit.[36]

5.3. Commercial Identity

The commercial building on the Project Site – 840 South Fairfax Avenue – has been occupied on a near-continuous basis by an Irish-themed restaurant and tavern called Tom Bergin's. In business since 1936 and operating at this location since 1949, Tom Bergin's is a legacy business that is associated with the commercial identity of Los Angeles.

[35] Stephanos Polyzoides, et al., *Courtyard Housing in Los Angeles: A Typological Analysis* (Berkeley: University of California Press, 1992), 9-10.
[36] SurveyLA, Citywide Historic Context Statement, "Context: Residential Development and Suburbanization, 1880-1980, Theme: Multi-Family Residential Development, 1895-1970," Dec. 2018, 57-61.

In Los Angeles and elsewhere, well-established and long-lived businesses take on important social qualities and often, over time, they organically mature into iconic and revered cultural institutions. Their endurance becomes ingrained into a community's collective memory and plays an integral role in defining a community's sense of cultural and commercial identity. Businesses such as these "have the power to bring people together, provide a sense of continuity with the past, and lend [cities] a rich and layered identity" that is rooted in aspects of their history.[37] Though the reasons belying their significance are typically rooted in tradition, culture, and other intangible qualities, these businesses are important because they build a very tangible bridge linking the present with the past.

Eminent urban sociologist Ray Oldenburg studied these venerable establishments at length, paying particular attention to the impact that these establishments had on community and social capital. From his research he concluded that to be healthy, members of a society must strike a balance between three key social realms: home life (called the "first place"), the workplace (the "second space"), and an intrinsically sociable setting that he named the "third place."[38] Third places, as defined by Oldenburg, included environments such as churches, restaurants, clubs, libraries, parks, and bars. These third places play an important social function by providing a space where one can relax in public, encounter familiar faces, and make new acquaintances and cultivate new relationships.[39] Oldenburg argues that these third places are not only desirable, but are essential to maintaining a civil society. They act as anchors of community life by facilitating friendly interaction and fostering a sense of belonging.

Drawing on Oldenburg's pioneering body of research, other sociologists subsequently set out to enumerate what defines a third place. Very generally speaking, third places tend to have a low profile and are notably absent of extravagance, or pretense. They are patronized by regulars who set the tone of the establishment and also help to recruit and induct newcomers. All patrons, irrespective of any socioeconomic qualifier, are treated as equals. The mood is playful and lighthearted. Patrons often experience the same feelings of warmth, possession, and belonging as they would in their own home or amid their own family and friends.[40] These third spaces are ones where people can brush their stresses and concerns to the side "and simply enjoy the company and conversation around them."[41] .

For generations, bars and taverns have been fixtures of American neighborhoods and have stood as quintessential examples of how third places operate. They are democratic spaces where community members from all walks of life congregate, sit shoulder to shoulder without pulling rank, and engage in a common practice – drinking – most often over some lighthearted conversation and perhaps a televised sports game. These bars are regarded as enduring institutions that are there when one feels the need to escape the humdrum of life, decompress, and sit amongst a like-minded crowd.

> Taverns produced a particular type of public sphere in America…In taverns people could mix together: you see men drinking alongside the people they work for…And once you add alcohol

[37] San Francisco Heritage, "Sustaining San Francisco's Living History: Strategies for Conserving Cultural Heritage Assets," Sept. 2014, 3.
[38] "Ray Oldenburg, *The Great Good Place: Cafes, Coffee Shops, Bookstores, Bars, Hair Salons at the Heart of a Community* (Cambridge: Da Capo Press, 1999), ix-xii.
[39] Rebekah White, "A Third Place," *New Zealand Geographic* 152 (Jul-Aug 2018), 6.
[40] Christopher Peterson, "Happy Places: Third Places," *Psychology Today*, Dec. 1, 2009, accessed Mar. 2020.
[41] Project for Public Spaces, "Ray Oldenburg," Dec. 21, 2008, accessed Mar. 2020.

> in there, it changes the way everyone relates to each other. You end up with accelerated relationships – and occasionally cantankerous ones. People become more willing to go out and raise hell over things that they might have let go when sober.[42]

In addition to fostering community and belonging, bars and other third places also evince a strong and palpable sense of familiarity, continuity, and nostalgia and are regarded as valued cultural assets. They are physical expressions of culture and traditions that are passed along from generation to generation, and foster a sense of pride for the area or community in which one lives.

5.4. Tom Bergin's

Tom Bergin's was the eponymous establishment of Tom Bergin (1894-1978). Born and reared in Massachusetts, he was the progeny of a prominent Bostonian family who had immigrated to the United States from the County Kerry in Ireland. The Bergin family operated a number of drinking dens throughout Boston, including the Commercial Brewery and the Old Horseshoe Tavern in Haymarket Square. After serving as a naval aviator in World War I, Bergin matriculated at Boston University and earned a law degree. He subsequently moved to Los Angeles, where he represented those in the entertainment industry and cultivated close friendships with prominent figures including Bing Crosby.

Bergin shelved his legal career in pursuit of other opportunities. Census data from 1930 enumerate that by this time, he was employed as a sales manager at a furniture company.[43] By the mid-1930s he had set his sights on the service sector and aspired "to create an authentic pub, defined by warmth, great food, and exceptional hospitality" – a nod to his Irish heritage, and reminiscent of the bars that his family had owned and operated in Boston when he was a child.[44] In 1936, the entrepreneurial ex-lawyer secured a liquor license – purported to be the second oldest in Los Angeles – and subsequently opened a tavern known as Tom Bergin's Old Horseshoe Tavern and Thoroughbred Club. The business originally occupied a commercial storefront at 6110 Wilshire Boulevard, just a few blocks from 840 South Fairfax Avenue.[45]

The original name of Bergin's eponymous enterprise underscores the fact that he was an avid horseracing fan. Not long after opening, his tavern earned a reputation as a popular gathering place among horseracing and sports enthusiasts. In 1937, allegedly at the behest of friend Bing Crosby, Bergin was hired to preside over concessions and fine dining operations at the newly opened Del Mar Racetrack; however, his tenure at Del Mar was short-lived, as he soon returned to Los Angeles so that he could direct more energy toward his Old Horseshoe Tavern and Thoroughbred Club on Wilshire.[46]

Bergin's tavern proved to be a remarkable success, so much so that it quickly outgrew its modest quarters. By the 1940s, it had become evident that a larger, permanent location was needed so that the business could continue to grow and thrive. Toward this end, Bergin acquired a nearby parcel on a sparsely-developed stretch of Fairfax Avenue – just a stone's throw from the tavern's original location

[42] Christine Sismondo, quoted in Rebecca Dalzell, "The Spirited History of the American Bar," *Smithsonian*, Aug. 2, 2011.
[43] 1930 United States Federal Census Records, accessed Aug. 2018 via Ancestry.com.
[44] Tom Bergin's, "History," accessed Aug. 2018.
[45] The business's original location was gleaned from historic City Directories, which list its address as 6110 Wilshire Blvd.
[46] Danny Jensen, "Photos: The Legends Behind Tom Bergin's Public House, Celebrating 80 Years," *LAist*, Feb. 10, 2016.

on Wilshire Boulevard – and constructed a new, purpose-built tavern and restaurant on the site. Completed in 1949, this new building embodied characteristics of the Tudor Revival style, loosely evincing a visual sense of the rural European countryside that corresponded with the tavern's prevailing Irish theme. The new site was located slightly off the beaten path of Wilshire Boulevard, but since the building and its signage were oriented to the north they were visible to motorists who were passing by on the Miracle Mile, as well as to those who traveled along the busy Fairfax Avenue corridor.

The business relocated to 840 South Fairfax Avenue in 1949. By this time, its name appears to have been abbreviated to "Tom Bergin's Old Horseshoe Tavern," though it is not known precisely when the additional verbiage "Thoroughbred Club" was purged from the name. It had also evolved from a tavern into an establishment that also became known for food, as evidenced by the fact that banquettes, a dining room, and kitchen facilities were incorporated into the larger space. Rumor has it that a cadre of Bergin's most loyal patrons chose "to disassemble the massive oak, horseshoe-shaped bar and carried it down Fairfax on poles to the new location," rather than leave it behind at the Wilshire Boulevard site.[47] Bergin's decision to relocate to Fairfax Avenue proved to be a keen business move. The new location could much better accommodate the droves of patrons who came to Bergin's to eat, imbibe, and fraternize, which built a devoted clientele and rendered the business a beloved community institution. And indeed, the business thrived at its new site, drawing in old regulars and new customers alike and fostering the sense of inclusion and camaraderie that Bergin himself so strongly espoused.

Over time, as the business matured, it became steeped in a bevy of traditions that came to define the Tom Bergin's experience and rendered the tavern one of Los Angeles's most iconic institutions. Since the early 1950s, for instance, Tom Bergin's has been inextricably tied to the Irish coffee, a rich, saccharine cocktail comprising coffee, sugar, and Irish whiskey topped with a layer of cream. "The hot coffee is meant to be sipped through the cold cream and the two are never, ever stirred together."[48] It is accepted that the cocktail was conceived in an Ireland airport by chef and bar hand Joe Sheridan, but its introduction to the United States has long been embroiled in debate as two iconic West Coast establishments – Tom Bergin's in Los Angeles and the Buena Vista Cafe in San Francisco – both claim to have been the first to have faithfully replicated the libation.[49] Whatever its origin, Irish Coffee quickly became a staple at Tom Bergin's, and was arguably the single-most iconic cocktail that the tavern offered. Visiting Tom Bergin's and ordering an Irish coffee became a right-of-passage among Angelenos and visitors who wanted to soak in the local culture. References to Tom Bergin's were eventually accompanied by the tagline "The House of Irish Coffee," by which the tavern became informally known.

Tom Bergin's was also well known for its association with Saint Patrick's Day, owing to its cultural identity as an Irish-themed pub and restaurant. On March 17 of every year between its opening in 1936 and its closure in 2018 (except for 2012, when interior renovations were being carried out), Bergin's threw a boisterous celebration that was well known in Los Angeles as one of the most spirited places to celebrate the Saint Patrick's Day holiday. "Bergin's is not merely crowded on St. Patrick's Day," once remarked a veteran bartender, "it's a madhouse. You just put your head down in the ice, as we say, and

[47] Ibid.
[48] Patrick Mott, "A Great Day for the Irish at Tom Bergin's," *Los Angeles Times*, Mar. 14, 1987.
[49] Charles Perry, "Bergin's Endures," *Los Angeles Times*, Aug. 26, 1999.

serve, serve, serve. People are so crowded together, they can't even fight."[50] It was common for lines to wind down the block as droves of thirsty patrons eagerly waited to partake in the festivities over a Guinness (Irish stout), a Harp (Irish lager), or one of Bergins' signature Irish coffees and a plate of corned beef and cabbage. On Saint Patrick's Day of 1987, bartenders expected to serve 5,000 Irish coffees, some 1,500 cases of Harp, and "enough Guinness and Bass ale to float a team of horses out the door."[51] Crowds that year were so large that the Fire Marshal shut the bar down for surpassing its capacity.[52]

However, what was arguably the tavern's most storied tradition was the impromptu manner by which it honored its most loyal patrons. In the 1950s, so the story goes, Bergin scribbled the name of one of his steadfast regulars (named "Bud Wiser") on a shamrock cut from a cardboard box and then affixed it to the ceiling.[53] The practice quickly caught on. Shamrocks commemorating Bergin's friends and family were tacked onto the walls in the dining area, "and many of them only have last names, assuming, possibly, that everyone knew who they were."[54] Earning a shamrock at Tom Bergin's evolved into a rite of passage, as the cardboard cutouts memorialized one's loyalty and were seen as akin to belonging to a close-knit club. By the time it closed in 2018, some 6,000 cardboard cutouts adorned the building's walls and ceiling.[55] The older shamrocks were identified by their weathered appearance and a brown patina – vestiges of an era in which smoking was allowed inside of bars and restaurants – whereas newer shamrocks exhibited a greener hue. Most, if not all of these shamrocks appear to be extant and in situ.

From the start, Tom Bergin's earned a reputation as a favorite haunt among Hollywood celebrities in search of reprieve from the bustle of the studio environment. Like many of Los Angeles's most perdurable establishments, it organically evolved into an informal, *de facto* gathering place where actors and others involved in the entertainment business could imbibe and decompress. Renowned film actors Bing Crosby and Pat O'Brien, both personal friends of Bergin, were known to patronize the bar, as did many other celebrities across multiple generations, including actors Cary Grant, John Wayne, Lee Majors, Glenn Ford, Kiefer Sutherland, and Julia Roberts.[56] In 1960, the *Los Angeles Times* interviewed actress Vivian Vance at Bergin's over a cup of Irish coffee.[57] Many of these celebrity patrons were memorialized with a shamrock bearing their name, most of which can be found amid the cacophony of cardboard cutouts adorning the building's walls and ceiling. Cary Grant purportedly had his own reserved booth in the establishment, above which his shamrock now prominently hangs. In 1983, President Ronald Reagan, once an actor himself, famously received one of Bergin's signature shamrocks in the Oval Office.[58]

Tom Bergin's is also one of myriad bars across the nation that is believed by many to have been the inspiration for the hit television sitcom *Cheers*. While it is likely impossible, and most certainly futile, to

[50] Patrick Mott, "A Great Day for the Irish at Tom Bergin's," *Los Angeles Times*, Mar. 14, 1987.
[51] Ibid.
[52] Gary Baum, "Legendary Hollywood Pub Where Kiefer Sutherland Once Romanced Julia Roberts Gets a Rebirth," *The Hollywood Reporter*, May 23, 2012.
[53] Danny Jensen, "Photos: The Legends Behind Tom Bergin's Public House, Celebrating 80 Years," *LAist*, Feb. 10, 2016.
[54] Rachel Olivier, "Irish Eyes Crying With Closing of Historic Pub, Tom Bergin's," *Larchmont Chronicle*, Jan. 25, 2018.
[55] Ibid.
[56] Gary Baum, "Legendary Hollywood Pub Where Kiefer Sutherland Once Romanced Julia Roberts Gets a Rebirth," *The Hollywood Reporter*, May 23, 2012.
[57] Cecil Smith, "The TV Scene: Bob, Natalie Favor Video Apartness," *Los Angeles Times*, Mar. 3, 1960.
[58] Julie Grist, "The New Faces Behind Tom Bergin's on Fairfax," *Larchmont Buzz*, Nov. 18, 2013.

either prove or refute that assertion, "it is true that John Ratzenberger, who played Cliff Clavin, and George Wendt, who played Norm Peterson, would often belly up to the bar" when they were off-set."[59]

Bergin, a well-connected figure with friends in many realms, also cultivated relationships with professional athletes and sports franchises. In turn, many athletes and sports figures, seeking reprieve from the public eye and the demanding nature of their professional lives, became regular fixtures at Bergin's tavern. Tommy Lasorda, the renowned baseball pitcher and longtime Dodger's manager, could often be found imbibing and kibitzing amid the Bergin's crowd.[60] And when Dan Reeves, Sr. moved his football franchise, the Rams, from Cleveland to Los Angeles in 1946, Tom Bergin's emerged as the team's off-field home base. Bergin's tavern was a logical place for the team to meet, explained former Rams quarterback Jim Hardy, not only because Reeves and Begin were good friends, but also because "most of the Rams lived in that part of town, the team offices were up on Beverly Boulevard and we practiced at Gilmore Stadium, which is where the CBS network is now. [It] was the closest place."[61] Since athletes did not earn the exorbitant salaries that they do today and would often take civilian jobs in the off-season, some of the Rams helped out behind the bar at times that they were not on the field. Many of the players also drank at the tavern and played on the fastpitch softball team that Bergin sponsored.[62]

Many pieces of sports memorabilia and ephemeral elements have been tacked onto the tavern's walls over time, memorializing the close relationship that Tom Bergin's maintained with the world of professional sports. Notably, in 1951 Bergin hosted the Rams team at the tavern for a celebratory dinner after their surprise victory against the Cleveland Browns in the NFL Championship Game. As a display of gratitude, Reeves gave Bergin the team's coveted World Championship Banner, an invaluable piece of memorabilia that was rediscovered during a recent remodel and is now prominently displayed inside.[63]

In spite of being one of the city's oldest bars and restaurants, Tom Bergin's remarkably only passed through four sets of owners over the course of its 82 years in operation. This stability in ownership most certainly played an instrumental role in maintaining the tavern's unique character, and ensuring that its rich culture and storied traditions remained alive and well for generations of Angelenos to enjoy.

Tom Bergin presided over his eponymous establishment for 37 years. In 1973, after announcing his retirement, he sold the tavern to Mike Mandekic and T.K. Vodrey. "Both were dedicated regulars, and their varied backgrounds meshed perfectly with the tavern's operational needs."[64] Cognizant of the business's legacy and the devoted clientele that Bergin had built, Mandekic and Vodrey vowed that their stewardship of Tom Bergin's would not amount to any substantive changes, and that the tavern would continue to be a cherished local haunt where beer taps flowed and memories thrived. To assuage any lingering doubts toward this end, they assured the *Los Angeles Times* shortly after purchasing the business "that their attitude is reverent and they intend no changes in the hallowed haunt of the Irish,"

[59] George Ramos, "When Crowds Exceed L.A.'s Posted Limits, Part's Over," *Los Angeles Times,* Apr. 10, 1988.
[60] Michael Darling, "Bergins' Boys," *Larchmont Ledger*, Aug. 30, 2017.
[61] Ibid.
[62] John Rabe, "Toast the Return of the LA Rams at the Original Rams Bar, Under a Piece of Rams History," *Off-Ramp (KPCC),* Aug. 12, 2016.
[63] Rachel Olivier, "Irish Eyes Crying With Closing of Historic Pub, Tom Bergin's," *Larchmont Chronicle*, Jan. 25, 2018.
[64] Tom Bergin's, "History," accessed Aug. 2018.

save the fact that it would now be open for lunch.[65] Mandekic stepped down in the late 1990s; Vodrey remained at the helms until 2011, at which point he sold it after a tenure that spanned some 39 years.

In 2011, Tom Bergin's was sold to restaurateur Warner Ebbink and executive chef Brandon Boudet, an acclaimed duo who were best known for their "carefully calibrated nostalgia-infused endeavors" including Domenick's (a classic Italian restaurant and celebrity haunt in West Hollywood), Little Dom's (Los Feliz), and the 101 Coffee Shop (Hollywood Hills).[66] Ebbink and Boudet temporarily closed Bergin's in the summer of 2011 to carry out a considerable number of renovations, mostly to the interior, which amounted to seven months of work. They built an addition at the rear (east) to house a walk-in cooler and also extensively refurbished interior spaces, staying true to the tavern's distinctively weathered and hand-hewn ambiance. "We just replaced and repaired what needed to be replaced and repaired, then distressed them so people wouldn't even know," remarked Ebbink about the renovation work.[67] The main entrance was relocated from the west to the north elevation, the iconic horseshoe-shaped bar was provided a new copper top, and the thousands of shamrocks tacked onto the ceiling were removed, cleaned, and then very carefully reinstalled over a fresh coat of paint.[68] Dining facilities were also refreshed in this same vein, and various improvements were made to modernize back-of-house spaces.

When Tom Bergin's re-opened in the spring of 2012, it had clearly been freshened up, but because of Ebbink and Boudet's scrupulous attention to detail it appeared almost exactly as it always had. The most obvious (and welcome) changes pertained to the food; specifically, Boudet crafted a "new contemporary Irish menu" in which pub staples and classic Irish comfort dishes were elevated with quality ingredients and a modern flair.[69] Seasoned mixologists were also brought in to stock the bar with a carefully curated selection of Irish whiskeys and imported beers, though the tavern continued to offer pub staples such as Guinness, Harp, and, of course, unadulterated cups of its signature Irish coffee.

Though it re-opened to great fanfare, the refreshed Tom Bergin's did not attract enough customers to remain profitable and closed its doors in the summer of 2013, its fate unknown. Not long after its closure, renowned food critic Jonathan Gold penned a review that eulogized the establishment and the indelible impact it had on cultivating a sense of community during its nearly eighty years in business:

> [Tom] Bergin's has always been decent, comforting and most of all *there*…it was a restaurant that Irish coffee-pounding revelers on St. Patrick's Day may not have realized was a restaurant at all, but which had nourished its community in so many ways since it opened in 1936…in the bar's lifetime, the neighborhood had gone from a low-rise Art Deco residential district to a high-density area of museums and skyscrapers; the famous Carthay Circle theater, site of so many glamorous premieres, had been demolished in favor of a generic office complex; and the Miracle Mile had boomed, fallen out of favor, and boomed again. The cool darkness of Bergin's was one of the few constants. It was home.[70]

[65] Lois Dwan, "Irish Haunt Unchanged," *Los Angeles Times*, Jul. 22, 1973.
[66] Gary Baum, "Legendary Hollywood Pub Where Kiefer Sutherland Once Romanced Julia Roberts Gets a Rebirth," *Hollywood Reporter*, May 23, 2012.
[67] Ibid.
[68] August Brown, "Tom Bergin's Gets Set for a New Round of Drinks, Dining," *Los Angeles Times*, Apr. 13, 2012.
[69] Ibid.
[70] Jonathan Gold, "Goodbye to Tom Bergin's and the Best Colcannon in L.A.," *Los Angeles Times*, Jul. 5, 2013.

Just months after it closed, Tom Bergin's was purchased by Derek Schreck, an actor who had been a steadfast Bergin's patron since moving to the neighborhood. Schreck re-opened the iconic establishment in January 2014, keeping the interior largely intact but making some modifications to the menu (which focused more on pub staples than fine dining) and drinks selection (bottled beers were replaced with a tap system). The name was also augmented, slightly, to "Tom Bergin's Public House." As did previous owners, Schreck took great care in preserving the historical ephemera and décor that have long provided the tavern with its distinctive ambiance. Notably, he converted an attic niche that was previously used as an office into an intimate, members-only whiskey bar, Vestry, which offered an extensive collection of rare bourbons and ryes and featured "antique, rare, unavailable, or discontinued distillations by some of the most renowned makers in the business."[71] Vestry opened in July 2017.

However, business at Tom Bergin's continued to fall short of expectations, even under new ownership and a revamp of food and drink offerings. Many new, large-scale edifices hemmed in the modest commercial building and rendered it hard to see; frequent construction associated with Metro's subway extension beneath Wilshire Boulevard have resulted in numerous road closures; and, as Schreck noted in an 2018 interview with the *Los Angeles Times*, the overhead associated with running a business of this size stood in the way of its ability to turn a profit.[72] In early 2018, the kitchen was closed and hours were substantially reduced; by summer of 2018, Tom Bergin's closed once again. It reopened in early 2020.

5.5. Architecture and Design

Mid-Century Modern Architecture

The residential buildings on the Project Site – 800 and 830 South Fairfax Avenue – are designed in a modest dialect of the Mid-Century Modern style, which was popular in the period after World War II.

"Mid-Century Modern" is a broad term that is used to describe the various derivatives of Modern architecture that flourished in the post-World War II period. These include post-war adaptations of the chaste and machined International Style, the rational aesthetic associated with post-and-beam construction, and more organic and expressive interpretations of the Modern architectural movement. Mid-Century Modernism was popular between the mid-1940s and early 1970s.[73] It proved to be a remarkably versatile idiom that was expressed through a wide variety of property types ranging from single residences, to large-scale housing tracts, to commercial buildings, and to institutional properties and college campuses. Its aesthetic was deftly incorporated into both high-style buildings and the local vernacular, and was employed by architects, developer-builders, and lay contractors alike.

Various experiments in Modern architecture that were introduced in the early twentieth century lent impetus to the Mid-Century Modern style. The International Style, which came out of Europe in the

[71] Oren Pelig, "Vestry is the New Whiskey Lover's Hideaway at Tom Bergin's," *LAist*, Jul. 21, 2017.
[72] Jenn Harris, "Tom Bergin's Irish Pub Is Not Closing. It's Just Reducing its Hours and Closing its Kitchen," *Los Angeles Times*, Jan. 16, 2018.
[73] SurveyLA, Citywide Historic Context Statement Summary Tables, "Architecture and Engineering, 1850-1980."

1920s, introduced a cogent, straightforward approach to design that was characterized by simple geometries, smooth wall surfaces, the honest expression of structure and materials, and the absence of superfluous ornament.[74] International Style buildings were characteristically lithe, airy, "gleaming and seemingly machine-made."[75] At about the same time, a group of maverick American architects including Frank Lloyd Wright and Irving J. Gill were also working with experimental new forms, methods, and materials in their quest to develop a truly indigenous style of American architecture.[76]

Mid-Century Modernism draws upon these earlier paradigms, and is emblematic of how the Modern movement was adapted to the conditions of post-World War II life. Over time, architects took the basic tenets of the International Style and similar experiments in domestic Modernism and transposed them into new dialects of Modernism that were both rational and sensitive to their respective physical and cultural contexts. In Southern California, this was manifest in an architectural vocabulary defined by structural and material expression, wide expanses of glass, and open, free-flowing interior plans.[77] Some architects, captivated by the movement's emphasis on freedom of form and structural innovation, also incorporated sweeping forms and expressionistic elements into Mid-Century Modern design, referencing the organic and sculptural tendencies of architects like Frank Lloyd Wright and John Lautner.

Arguably more than anywhere else, Southern California was a locus of innovation with respect to post-war Modernism. In large part, this can be attributed to the advent of *Arts & Architecture* magazine's Case Study House Program, an internationally recognized showcase of residential design that was commissioned by the magazine's forward-reaching editor, John Entenza. Commencing in 1945 and continuing until 1966, the program publicized a total of thirty-six prototypical dwellings that were designed by a cadre of progressive architects, many of whom who would go on to become some of the region's foremost exponents of postwar Modernism.[78] Entenza foresaw the extraordinary demand for new housing that affected American society after World War II, and intended for the program to showcase, in real time, how modern materials and methods could be applied to produce high-quality dwellings that were suited to mass production and attainable to the burgeoning middle class.[79]

Still, the Case Study House program was predicated upon home ownership, which was unattainable for many newcomers to mid-century Los Angeles, where costs of living rapidly outpaced the national average. Increasingly, commercial corridors were being zoned for multifamily development; the relatively uncomplicated volumes and minimal ornamentation associated with the Mid-Century Modern style made it a dependable style for maximizing lot lines on a modest budget. The developers of middle-income multi-family complexes, including those at 800 and 830 South Fairfax Avenue, favored the style for its aesthetic appeal as much as its cost-efficiency and versatility.[80] In addition, the style was adapted

[74] Natalie W. Shivers, "Architecture: A New Creative Medium," in *LA's Early Moderns: Art/Architecture/ Photography* (Los Angeles: Balcony Press, 2003), 132.
[75] Mark Rozzo, "Architect Dion Neutra, Who Fought to Save His Father's Iconic Buildings, Dies, *Los Angeles Times*, Nov. 25, 2019.
[76] Ibid, 124.
[77] SurveyLA, Citywide Historic Context Statement Summary Tables, "Architecture and Engineering, 1850-1980."
[78] "National Register of Historic Places Multiple Property Documentation Form, The Case Study House Program: 1945-1966," prepared Dec. 2012, revised Mar. 2013.
[79] John Entenza, "Announcement: The Case Study House Program," *Arts and Architecture* (Jan. 1945), 37-39.
[80] "Los Angeles Citywide Historic Context Statement: Residential Development and Suburbanization, 1880-1980 – Multi-Family Residential Development 1895-1970," 71.

to almost every other property type including commercial buildings, institutional campuses, industrial properties, and entire subdivisions. The Mid-Century Modern style was popular through the mid-1970s.

In SurveyLA, significant examples of Mid-Century Modern architecture are addressed in the "Architecture and Engineering/L.A. Modernism" context/subcontext combination. The following are identified as character-defining features of the Mid-Century Modern style:

- Direct expression of the structural system, often wood or steel post and beam
- Flat roof, at times with wide overhanging eaves
- Floor-to-ceiling windows, often flush-mounted metal framed
- Horizontal massing
- If Expressionistic: sculptural forms intersecting with geometric volumes
- If Expressionistic: curved, sweeping wall surfaces
- If Expressionistic: dramatic roof forms, such as butterfly, A-frame, hyperbolic paraboloid, folded plate, or barrel vault
- Simple, geometric volumes
- Unornamented wall surfaces

Tudor Revival Architecture

840 South Fairfax Avenue is designed in a vernacular dialect of the Tudor Revival style (sometimes known as English Revival), an idiom that was popular in Southern California between approximately 1930 and 1950.

Tudor Revival style architecture is a derivative of the broader Period Revival movement, which flourished after World War I and heavily influenced Southern California's architectural character in the interwar years. Broadly speaking, the Period Revival movement appropriated and reinterpreted – often loosely and eclectically – elements of historical architecture. To an extent, referencing past architectural styles represented a reaction against the machine age by evoking imagery of a romanticized past; in many places, and particularly in the rapidly growing region of Southern California, it also represented a search for identity. By visually referencing established forms and idioms, architects were able to infuse a sense of authenticity and perpetuity in a region that was conscious about its relative youth.[81] .

The Tudor Revival style was among the myriad Period Revival idioms that were popular during the first half of the twentieth century. The style is an eclectic synthesis of early English building traditions that ranged from "thatch-roofed folk cottages to grand manors." [82] In Los Angeles it represented something of a middle ground between the authentic roots of the Arts and Crafts movement and the whimsy and fantasy that often typified revivalist architecture. Architects used the Tudor Revival style because it was perceived as exemplifying tasteful restraint. Buildings designed in the Tudor Revival style "were

[81] SurveyLA, Los Angeles Citywide Historic Context Statement, "Context: Architecture and Engineering, Theme: Period Revival, 1919-1950," Jan. 2016, accessed Mar. 2020.
[82] Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2009), 358.

supposed to recall a pre-modern, pre-industrial, pre-urban and pre-class and ethnic-conflict period," and evinced "a quiet country lifestyle and the picturesque cottages of old England."[83]

Given its eclectic roots, the Tudor Revival style was interpreted by different architects in myriad ways, but in the most general of terms Tudor Revival buildings were designed to mimic the architectural traditions of Medieval England. It was most often applied to middle-class dwellings but was sometimes adapted to other types of properties including small-scale commercial buildings, churches, and schools.

SurveyLA distinguishes between two discrete periods of the Tudor Revival movement: Early Tudor Revival (1895-1929), which is associated with the Arts and Crafts movement, and Late Tudor Revival (1930-1950), which is associated with the Period Revival movement and its penchant for reinterpreting past traditions in somewhat freeform and whimsical ways. Constructed in 1949, 840 South Fairfax Avenue falls into the Late Tudor Revival category. In SurveyLA, significant examples of Late Tudor Revival architecture are addressed in the "Architecture and Engineering/Period Revival" theme/subtheme combination. The following are identified as character-defining features of the Late Tudor Revival style:

- Decorative half-timbering
- Entrance vestibules with arched openings
- Massive chimneys that are a prominent visual element
- Predominantly brick or stucco exteriors, or a combination
- Steeply-pitched, usually multi-gabled roofs
- Tall, narrow multi-paned casement windows arranged in groups
- Usually two stories in height

5.6. Architects and Builders

Samuel Reisbord, Architect

Permit records indicate that one of the residential buildings on the Project Site, 800 South Fairfax Avenue, was designed by architect Samuel Reisbord.[84]

Samuel "Sam" Reisbord (1904-1985) was born in Kiev, which was then part of the Russian Empire, in 1904. Reisbord and his family immigrated to the United States when he was a child. After earning his baccalaureate degree in Architecture from the University of Pennsylvania in 1929, Reisbord practiced architecture in Philadelphia offices. In 1931, he married Jeanette Markowitz, a journalist and daughter of Russian immigrants.[85] The couple moved together to the Soviet Union later that year, where Jeannette worked for the Moscow bureau of the *New York Times* while Sam took a role under Albert Kahn, consulting architect to the State Industrial Design Trust in Moscow, helping design the Moscow

[83] Steve Carney, "Architecture Spotlight: Tudor Revival a European Fantasy Fit for the Dream Factory," *Los Angeles Times,* Jan. 20, 2018.
[84] Though the adjacent residential building at 830 South Fairfax Avenue was constructed at the time same and is nearly identical in design, Reisbord's name is not listed on the original building permit for that building.
[85] "Philadelphia, Pennsylvania, Marriage Index, 1885-1951" [database online], accessed Mar. 2020 via Ancestry.com.

subway and an automobile factory.[86] At the outbreak of the Second World War, the Reisbords fled Russia for Hawaii, where Sam worked at the U.S. military bases Hickam Field and Pearl Harbor.[87] He subsequently worked as an architect for the Canol Project, "a sub-Arctic pipeline and refinery project for [the construction firm of] Bechtl-Price-Callahan and the U.S. Army Corps of Engineers.[88]

By the mid-1940, Reisbord had relocated Los Angeles with his family, and worked in the office of renowned architect Paul R. Williams from 1944 to 1946.[89] The Reisbords chose to reside in the Echo Park neighborhood, then a magnet for leftist activists which was seen as somewhat secure from anti-Communist sentiment that was widespread in the city at the time. Though not members of the Communist party, the couple sought to avoid suspicion due to their time in Moscow in the 1930s.[90]

Reisbord branched out to form his own architectural practice in 1946, just as Southern California was entering into a period marked by rapid growth and suburban expansion. In the early postwar period he built a reputation as a prolific local architect, designing a number of buildings in neighborhoods in central Los Angeles and Westside neighborhoods. The majority of Reisbord's commissions consisted of mid-scale apartment buildings, though he also designed a lesser number of low-rise office buildings and small hotels. Among Reisbord's more notable commissions were the Beverly Carlton Hotel (9600 Olympic Boulevard), a residential hotel in Beverly Hills where Marilyn Monroe once resided; the Crocker Citizens Building (now the Corporate Center, 251 South Lake Avenue), a mid-rise commercial office complex in Pasadena; public schools in Culver City; and the Wilshire Twilighter Motor Hotel (now the Dunes Inn, 4300 West Wilshire Boulevard) in the Park Mile district of Los Angeles. Reisbord designed almost exclusively in the Mid-Century Modern style, employing the simple geometries and economical material palettes that were popular at the time. Most of his designs were modest examples of the style.

For a brief period between 1965 and 1969, Reisbord worked in partnership with fellow architect Jerrold M. Caris and operated under the name of Reisbord and Caris. It is not known when he retired, but refences to Reisbord and his firm are scant after the late 1960s. Reisbord died in Los Angeles in 1985.[91]

Albert Rothenberg, Builder

Permit records indicate that the residential building at 830 South Fairfax Avenue was designed and constructed by Albert Rothenberg, and that the residential building at 800 South Fairfax Avenue was constructed by the Westside Building Company, of which Rothenberg served as President.

Abraham Albert Rothenberg (ca. 1888-1977) was born to a Jewish family in Russia, and emigrated to the United States in 1904. Little is known about Rothenberg's early life and education; he is alternatively

[86] "Reisbord, Jeannette (95)," *Los Angeles Times*, Sept. 16, 2001.
[87] Jillian O'Connor et al, "Finding Aid for the Samuel Reisbord papers, 1923-circa 1976," Architecture and Design Collection, Art, Design, and Architecture Museum, University of California, Santa Barbara, accessed Mar. 2020.
[88] Ibid.
[89] Ibid.
[90] Daniel Hurewitz, *Bohemian Los Angeles and the Making of Modern Politics* (Berkeley: University of California Press, 2007), 160-1, 320.
[91] "U.S., Social Security Death Index, 1935-2014" [database online], accessed Mar. 2020 via Ancestry.com.

referred to as an architect, builder, and developer, but it is not known if he had training or licensure in architecture or if he was involved in the design-build approach to development. City directories and other documentary records indicate that Rothenberg arrived in Los Angeles in the mid-1920s, initially residing in the multi-ethnic Boyle Heights neighborhood and eventually settling in the Los Feliz area.[92]

There is relatively little mention of Rothenberg in newspapers and other sources, but he appears to have been involved in the real estate industry by designing and building single-family houses on speculation. One of his better-known commissions dates to 1934, when he designed and built a house in Westwood at 763 Malcolm Avenue called the Florentine Mansion – though it more closely resembled a typically scaled suburban dwelling. The residence was promoted by the Janss Investment Company and was described in the *Los Angeles Times* as a "spacious ten-room, two-story structure…[with a] large studio window from which may been seen metropolitan Los Angeles and the far distant mountains."[93] The Florentine Mansion appears to have typified Rothenberg's business model where he purchased land, designed and built a speculative house, and then put it up for sale upon its completion. Rothenberg also designed and built his own family residence, which is still standing, at 2162 Talmadge Street in Los Feliz.

Rothenberg was also involved in the construction and management of multi-family complexes throughout Los Angeles. By the early postwar period, he had associated with a property management company called the Westside Building Company, of which he was president. Utilizing a similar business model that he had used in previous ventures, Rothenberg and the Westside Building Company erected income-producing apartment complexes and then managed them – which is how the buildings at 800 and 830 South Fairfax Avenue were conceived in 1951. The company operated other apartments in the same vein, most of which appear to have been located in central Los Angeles and on the Westside.

In the early 1970s, the Westside Building Company and Rothenberg were the defendants in a lawsuit, in which the company was accused of refusing to rent to tenants of Japanese American and African American heritage. The company entered into a consent decree, which enjoined it from further discriminatory acts and required it to provide staff with sensitivity training. The case was noteworthy as "the first suit in which the Department of Justice alleged that Japanese Americans have been victims of racial discrimination in housing" under the federal Fair Housing Act of 1968."[94] The company operated a total of 329 units, including the two buildings on the Project Site at 800 South Fairfax Avenue and 830 South Fairfax Avenue, when the consent decree was issued.[95] Rothenberg died in Los Angeles in 1977.[96]

[92] Gleaned from city directories (various dates), accessed Mar. 2020 via the Los Angeles Public Library.
[93] "Many Charming Items Seen in New Residence," *Los Angeles Times*, Jul. 1, 1934.
[94] "Two Firms Agree to End Housing Discrimination," *Los Angeles Valley News*, Jul. 7, 1973.
[95] Ibid.
[96] "U.S., Social Security Death Index, 1935-2014" [database online], accessed Mar. 2020 via Ancestry.com.

6. Regulatory Framework

6.1. National Register of Historic Places

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. Established under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Eligibility for in the National Register is addressed in National Register Bulletin (NRB) 15: *How to Apply the National Register Criteria for Evaluation*. NRB 15 states that in order to be eligible for the National Register, a resource must both: (1) be historically significant, and (2) retain sufficient integrity to adequately convey its significance.

Significance is assessed by evaluating a resource against established eligibility criteria. A resource is considered significant if it satisfies any one of the following four National Register criteria:[97]

- Criterion A (events): associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B (persons): associated with the lives of significant persons in our past;
- Criterion C (architecture): embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D (information potential): has yielded or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or *integrity* – to convey the reason(s) for its significance. Integrity is best described as a resource's "authenticity" as expressed through its physical features and extant characteristics. Generally, if a resource is recognizable as such in its present state, it is said to retain integrity, but if it has been extensively altered then it does not. Whether a resource retains sufficient integrity for listing is determined by evaluating the seven aspects of integrity defined by NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);

[97] Some resources may meet multiple criteria, though only one needs to be satisfied for National Register eligibility.

- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time);
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a "yes or no" determination – that is, a resource either retains sufficient integrity, or it does not.[98] Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for the resource's significance. Since integrity depends on a resource's placement within a historic context, integrity can be assessed only after it has been concluded that the resource is in fact significant.

6.2. California Register of Historical Resources

The California Register of Historical Resources (California Register) is an authoritative guide used to identify, inventory, and protect historical resources in California. Established by an act of the State Legislature in 1998, the California Register program encourages public recognition and protection of significant architectural, historical, archeological, and cultural resources; identifies these resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA).

The structure of the California Register program is similar to that of the National Register, though the former more heavily emphasizes resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant under one of the following four criteria, which are modeled after the National Register criteria listed above:

- Criterion 1 (events): associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2 (persons): associated with the lives of persons important to local, California, or national history;
- Criterion 3 (architecture): embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
- Criterion 4 (information potential): has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

[98] Derived from NRB 15, Section VIII: "How to Evaluate the Integrity of a Property."

Mirroring the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of integrity used for the National Register. However, since integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

Certain properties are automatically listed in the California Register, as follows:[99]

- All California properties that are listed in the National Register;
- All California properties that have formally been determined eligible for listing in the National Register (by the State Office of Historic Preservation);
- All California Historical Landmarks numbered 770 and above; and
- California Points of Historical Interest which have been reviewed by the State Office of Historic Preservation and recommended for listing by the State Historical Resources Commission.

Resources may be nominated directly to the California Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register. There is no prescribed age limit for listing in the California Register, although guidelines state that sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with a resource.

6.3. City of Los Angeles Cultural Heritage Ordinance

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts.

The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 *et seq.* of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, meaning that it meets one or more of the following criteria:

1. It is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community; or

2. It is associated with the lives of historic personages important to national, state, city, or local history; or

[99] California Public Resources Code, Division 5, Chapter 1, Article 2, § 5024.1.

3. It embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all. The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historic resources in municipalities where the historic preservation ordinance does not provide guidance for assessing integrity, in accordance with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

6.4. City of Los Angeles Historic Preservation Overlay Zone Ordinance

Historic districts in Los Angeles are regulated by the Historic Preservation Overlay Zone (HPOZ) Ordinance. The City of Los Angeles established the HPOZ ordinance in 1979. The ordinance was revised in 1997, 2000, 2004, and 2017. According to §12.20.3.B.17 of the Los Angeles Municipal Code (LAMC), an HPOZ is "any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance."[100] The ordinance describes the procedures for the creation of new HPOZs, the powers and duties of HPOZ boards, and the review process for development projects within HPOZs. New HPOZ designations are typically initiated by the City Council through a motion of the Councilmember of the district, though the Director of Planning, the Cultural Heritage Commission, the City Planning Commission, or the owners and renters of properties within the district may also initiate an HPOZ designation. Once the designation is initiated, a historic resource survey of the district is completed by a qualified professional and reviewed for completeness and accuracy by City staff; public workshops and hearings are conducted; the survey is certified by the Cultural Heritage Commission; and the zoning changes associated with the HPOZ are ultimately adopted by the City Planning Commission and City Council.

[100] City of Los Angeles, Ordinance No. 184903, amending Section 12.20.3 of the Los Angeles Municipal Code, Jun. 17, 2017.

6.5. CEQA and Historical Resources

CEQA Thresholds

Enacted in 1970, the California Environmental Quality Act (CEQA) is the principal statute mandating environmental assessment of land use and development projects in California. The primary goal of CEQA is to (1) evaluate a project's potential to have an adverse impact on the environment, and (2) minimize these impacts to the greatest extent feasible through the analysis of project alternatives and, if needed, implementation of mitigation measures.

Historical resources are considered to be a part of the environment and are thereby subject to review under CEQA. Section 21084.1 of the California Public Resources Code states that for purposes of CEQA, "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."[101] This involves a two-part inquiry. First, it must be determined whether the project involves a historical resource. If it does, then the second part involves determining whether the project may result in a "substantial adverse change in the significance" of the historical resource.

To address these issues, guidelines relating to historical resources were formally codified in October, 1998 as Section 15064.5 of the CEQA Guidelines. The guidelines state that for purposes of CEQA compliance, a "historical resource" shall be defined as any one of the following:[102]

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources.
2. A resource included in a local register of historical resources, or identified as significant in a qualified historical resource survey, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrate that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources.

Once it has been determined that a historical resource is present, it must then be determined whether the project may result in a "substantial adverse change" to that resource. Section 5020.1. of the California Public Resources Code (PRC) defines a substantial adverse change as the "demolition, destruction, relocation, or alteration such that the significance of an historical resource would be

[101] California Code of Regulations, Title 14, Chapter 3, Section 15064.5.
[102] Ibid.

impaired." Furthermore, according to Title 14 of the California Code of Regulations (CCR), the significance of a historical resource is materially impaired when a project:

A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Generally, a project that follows the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.[103]

Secretary of the Interior's Standards

As stated above, projects that conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties* ("the Standards") are generally treated as projects that will not result in a substantial adverse change to historical resources. The Standards are widely used to guide federal, state, and local agencies as they carry out their historic preservation programs and responsibilities.

The Standards are:

1. A property shall be used for its historic purpose or to be placed in a new use that requires minimal change to the defining characteristics of the buildings and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

[103] 14 CCR 15064.5

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

7. Evaluation of Eligibility

7.1. Evaluation of Significance

800-830 South Fairfax Avenue

ARG concludes that neither 800 South Fairfax Avenue nor 830 South Fairfax Avenue is eligible for the National Register of Historic Places, the California Register of Historical Resources, as a Los Angeles Historic-Cultural Monument (HCM), or part of a historic district/Historic Preservation Overlay Zone (HPOZ), as follows.

National Register Criterion A: *associated with events that have made a significant contribution to the broad patterns of our history.*

California Register Criterion 1: *associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

Local (HCM) Criterion 1: *is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community.*

Built in 1951, the buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue are loosely associated with broad patterns of residential development in central Los Angeles in the early postwar period. Specifically, their construction demonstrates how in neighborhoods like Mid-Wilshire and Carthay, both of which were well-established and largely built out by World War II, the few parcels that remained undeveloped were acquired and subsequently improved as infill projects, rounding out patterns of development in these neighborhoods and filling in gaps in the streetscape. Moreover, these buildings are demonstrative of how multi-family residential buildings became larger and denser during this period, as Los Angeles was amid a period marked by extraordinary population growth and a heightened demand for new, quality housing options that were affordable to a growing middle class. These buildings are representative of the scale, type, and character of multi-family development that was woven into Los Angeles's established neighborhoods in the early postwar years.

However, the subject buildings are more representative of these development patterns than they are exemplary. Numerous examples of multi-family residential properties, similar in bulk, scale, and general appearance, were constructed throughout Los Angeles in the period after World War II, and many of these comparable properties are extant and intact. Due to their ubiquity, the subject buildings are associated with broad patterns of development in a way equally represented by the numerous other post-World War II-era multi-family properties in the City that bear similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the property is associated with an event that is considered singularly significant to history. Research did not indicate that either property functioned as anything more than a typical rental property over the course of its history.

For the reasons stated above, neither 800 South Fairfax Avenue nor 830 South Fairfax Avenue are associated with events or patterns of events that have made a significant contribution to history. Thus, neither building satisfies National Register/California Register Criterion A/1, or local Criterion 1.

National Register Criterion B: *associated with the lives of persons significant in our past.*

California Register Criterion 2: *associated with the lives of persons important to local, California, or national history.*

Local (HCM) Criterion 2: *associated with the lives of historic personages important to national, state, city, or local history.*

Typical of rental properties, both 800 South Fairfax Avenue and 830 South Fairfax Avenue have been home to many individuals since their construction in 1951. Research did not reveal much information about the lives of these individuals, but based on what little information was available, it appears to have largely catered to single, middle-income renters. Absent any information about these people and their productive lives, there is no evidence to indicate that any one of them made notable contributions to local, state, or national history in the spirit of this criterion.

Permit records indicate that both buildings were constructed and managed by the Westside Building Company; the company continued to appear on permit records for both buildings through at least March 2019. The company was associated with builder and developer Albert Rothenberg. Research into the life and career of Rothenberg reveals that he was a successful builder, developer, and property manager who found success in the construction of single-family dwellings and rental residential properties in greater Los Angeles. However, he was one of numerous individuals who were involved in real estate development and constructed properties for the purpose of generating income through resale or rental agreements. There is insufficient evidence to distinguish Rothenberg from other real estate developers of his era, or to demonstrate that his contributions to his vocation yielded any historical contributions.

For the reasons stated above, neither 800 South Fairfax Avenue nor 830 South Fairfax Avenue is associated with the lives of significant persons. Therefore, neither building satisfies National Register/ California Register Criterion B/2 or local Criterion 2.

National Register Criterion C: *embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

California Register Criterion 3: *embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.*

Local (HCM) Criterion 3: *it embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

Both 800 South Fairfax Avenue and 830 South Fairfax Avenue exhibit some characteristics of the Mid-Century Modern style, a popular choice for residential architecture in the post-World War II era. Common character-defining features of the Mid-Century Modern style that are expressed in the design of the subject buildings include horizontal massing, simple geometric volumes, flat roofs with overhanging eaves, floor-to-ceiling wood framed windows, and chaste, unornamented wall surfaces.

Given its immense popularity for nearly three decades, between the mid-1940s and mid-1970s, the Mid-Century Modern style is an extremely common architectural style in Los Angeles and was applied to many of the residential buildings that were constructed in the city at this time. When compared against the broader pool of Mid-Century Modern residential buildings in Los Angeles, the two subject buildings read as relatively vernacular buildings that are more typical of the style than they are exemplary. They lack the complexity of form, incorporation of new materials and methods, and level of articulation and detail that are found on comparable examples of the style. In contrast, these buildings demonstrate how the basic vocabulary of the Mid-Century Modern style was transposed into a vernacular idiom that could be applied to everyday construction. Their Mid-Century Modern styling adds some visual interest to otherwise-plainspoken structures but do not make a bold architectural statement. These buildings, then, do little in the way of showcasing the key tenants of the Mid-Century Modern style and the Modern movement with which it is derived: clarity of form, material and structural expression, experimentation with methods and materials, and a blurring of lines delineating indoors and outdoors.

Similarly, both buildings are examples of courtyard apartments, a common type of multi-family housing in Los Angeles between the 1910s and 1960s. While the buildings demonstrate how residential complexes were often oriented inward toward courtyards, both as a means of providing privacy and as a means of maintaining access to open space without sacrificing density, they are not notable examples of this housing type. They are not early examples of the type, nor do they appear in any published literature about the topic. The courtyards are relatively compact and lack many of the distinguishing characteristics – large scale construction, paved courtyards, and integral swimming pools – that typify the evolution of courtyard apartments in the postwar period.

Neither building is notable on account of its method of construction. Both are typical, frame-and-stucco buildings that were constructed using common methods and materials of the day. There is nothing particularly unusual or noteworthy about the manner in which either building was constructed.

Neither building represents the notable work of a master. 800 South Fairfax Avenue was designed by Samuel Reisbord. Reisbord was an accomplished architect who is credited with designing a number of low and mid-rise apartment houses, commercial office buildings, and a handful of other properties including motels during the postwar period, all generally executed in the Mid-Century Modern style. 830 South Fairfax Avenue was designed by Albert Rothenberg, a building contractor and real estate developer who designed, built, and managed residential properties for profit. Both buildings were constructed by Rothenberg and managed by his property management company, the Westside Building Company. Both Reisbord and Rothenberg look to have been successful in their respective lines of work,

but there is insufficient evidence to demonstrate that either warrants recognition as a master. Neither is mentioned in any of the standard literature on the topics of Modern architecture and construction, and neither building possesses high artistic values. There does not exist a significant enough concentration of buildings in the immediate area to constitute a historic district, so the buildings do not represent a significant entity whose components lack individual distinction.

For these reasons, neither 800 South Fairfax Avenue nor 830 South Fairfax Avenue is significant for reasons related to architecture or physical design. Therefore, neither building satisfies National Register/ California Register Criterion C/3 or local Criterion 3.

National Register Criterion D. *Has yielded, or may be likely to yield, information important in prehistory or history.*

California Register Criterion 4. *Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.*

As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Historic District/HPOZ Evaluation

800-830 South Fairfax Avenue are straddled by HPOZs both to the west and east: Carthay Circle HPOZ and Miracle Mile HPOZ, respectively. Both of the HPOZs are generally characterized by their preponderance of single- and multi-family dwellings dating to the 1920s, '30 and '40s, and representing Period Revival styles popular during this period. The periods of significance for the HPOZs are 1922-1944 (Carthay Circle) and 1921-1953 (Miracle Mile). Although 800-830 South Fairfax Avenue were constructed in 1951, which falls within the period of significance for the adjacent Miracle Mile HPOZ, these buildings are visually and geographically incongruous with the rest of the HPOZ, which starts on the east side of Orange Grove Avenue, a block east of Fairfax Avenue.

Furthermore, the stretch of Fairfax Avenue on which these buildings sit has extremely varied visual character, with buildings representing different periods of development and use. The parcels to the north of the subject buildings, across 8th Street, contain a three-story parking structure for the Petersen Automotive Museum. To the south, the block contains (from north to south) Tom Bergin's Restaurant (1949), the Jean and Jerry Friedman Shalhevet High School (2015), and a five-story, mixed-use project called "Vinz on Fairfax" (2017). Across the street, on the west side of Fairfax Avenue, the side elevations of pre-World War II dwellings in the Carthay Circle HPOZ are visible. Due to the varied visual character of this stretch Fairfax Avenue, it does not appear that the subject buildings are part of a potential HPOZ, or that they should be included in either of the adjacent HPOZs.

840 South Fairfax Avenue

In June 2019, 840 South Fairfax Avenue was designated as Los Angeles Historic-Cultural Monument (HCM) No. 1182. The property was designated under local Criterion 1, "exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community," as the long-time location of Tom Bergin's, a business that bears a significant association with the commercial identity of Los Angeles.[104] Its period of significance is 1949-2018.

The building is not currently designated at the federal (National Register) or state (California Register) levels. According to research and analysis conducted as part of this study, ARG finds that it is eligible for listing in the National Register and California Register under criterion A/1.

Following is a discussion of how this determination was made.

National Register Criterion A: *associated with events that have made a significant contribution to the broad patterns of our history.*

California Register Criterion 1: *associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

840 South Fairfax Avenue is associated with broad patterns of history related to the social and cultural development of Los Angeles because of its longstanding association with Tom Bergin's, an important legacy business with deep ties to the fabric of the local community. Tom Bergin's is demonstrative of how longstanding local businesses can serve as "third places" – as defined by urban sociologists – and as such, foster a sense of collective identity among members of the communities in which they are located.

In business since 1936, and in near-continuous operation at this location since 1949, Tom Bergin's is notable as one of the most iconic and enduring local businesses in Los Angeles. Over the course of its nearly eight decades in operation, Tom Bergin's served its signature Irish coffee, other libations, and Irish-derived cuisine to scores of patrons, fostering a sense of community and camaraderie and rightfully earning a reputation as one of the most iconic and beloved local establishments in Los Angeles. It became – and continues to be – an invaluable cultural asset and an integral part of Angelenos' sense of cultural and commercial identity. Generations of Angelenos shared the common experience of patronizing Tom Bergin's, indulging in an Irish coffee or other signature libation or dish, and fraternizing among a like-minded clientele. Tom Bergin's was patronized by customers from all walks of life – which ran the gamut from noted celebrities and athletes, to local residents, to affluent individuals and working class citizens – and exemplified the democratic precepts of third places by providing all patrons with the same shared experience and sense of camaraderie and belonging, providing a sense of respite – however fleeting – from the race, class, and socioeconomic barriers that have long stratified the City.

[104] Los Angeles City Clerk, Council File: 19-0293, received Mar. 26, 2019, last changed Jun. 19, 2019.

For these reasons, 840 South Fairfax Avenue is associated with patterns of events that have made significant contributions to patterns of the social and cultural history of Los Angeles. Thus, the building is eligible for listing under National Register/California Register Criterion A/1.

National Register Criterion B: *associated with the lives of persons significant in our past.*

California Register Criterion 2: *associated with the lives of persons important to local, California, or national history.*

By virtue of its use as commercial building, 840 South Fairfax Avenue has been accessible to the public since its construction in 1949, aside from a few brief periods during which it was temporarily closed for business. As such, many people have visited the building to patronize Tom Bergin's, including a number of celebrities, athletes, and other individuals of note.

It is typical for commercial buildings to be loosely associated with an array of people, as they are generally intended to be accessible to the public at large. However, there is insufficient evidence to demonstrate that any one of the individuals associated with the subject building is historically significant in a manner that would merit consideration under this criterion. The tavern and restaurant's namesake and longtime owner, Tom Bergin, was a successful lawyer-turned-restaurateur with a big personality and a colorful biography, but there is insufficient evidence to demonstrate that he made significant contributions to history. That he opened and operated a successful local business does not, in and of itself, provide sufficient evidence toward this end. The same can be said for subsequent owners Mike Mandekic and T.K. Vodrey, Warner Ebbink and Brandon Boudet, and Derek Schreck. While these individuals found success in their respective lines of work, there is insufficient evidence that any one of them made notable contributions to history in the spirit of this criterion.

Over the years, Tom Bergin's has been patronized by numerous actors, athletes, and other prominent individuals. Regular customers are said to have included Bing Crosby, Pat O'Brien, Cary Grant, John Wayne, Glenn Ford, Kiefer Sutherland, and Julia Roberts. While these figures are indisputably significant in the context of entertainment, there is insufficient evidence to demonstrate that this building bears an association with any of their productive lives. Rather, it was a place where they, as well as many others sans celebrity status, would periodically patronize to drink, eat, and unwind from the rigors of daily life.

For these reasons, 840 South Fairfax Avenue does not appear to be associated with the lives of persons important to local, state, or national history. Thus, the building does not satisfy National/California Register Criterion B/2.

National Register Criterion C: *embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

California Register Criterion 3: *embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.*

840 South Fairfax Avenue exhibits some characteristics of the Tudor Revival style, a popular choice for neighborhood commercial architecture at its time of construction. The aesthetic of the Tudor Revival style also corresponded with the prevailing Irish theme of Tom Bergin's and evinced stereotypical imagery of the Irish countryside. Common character-defining features of the Tudor Revival style that are expressed in the design of the subject building include its steeply pitched, multi-gabled roof; brick, stucco, and wood exterior walls; prominent chimney; and tall, narrow casement windows arranged in groups. However, compared against the broader pool of Tudor Revival style buildings in Los Angeles, the building is more typical of the style than it is exemplary. It represents how the tenets of Tudor Revival architecture were transposed to the vocabulary of vernacular commercial buildings, to make loose reference to the prevailing Irish theme of the business that was housed within its four walls.

As a typical wood-frame building that was constructed using common methods and materials, there is nothing particularly unusual or noteworthy about the manner in which the building was constructed.

The building does not represent the notable work of a master. No architect is listed on the original building permit; the owner, Tom Bergin, is listed as the contractor. As previously noted, Bergin was an attorney-turned-restauranteur; he does not appear to have had an association with the building and construction trade. The building is a vernacular edifice and does not possess high artistic values. There does not exist a significant enough concentration of buildings in the immediate area to constitute a historic district, so the building does not represent a significant entity whose components lack individual distinction.

For these reasons, 840 South Fairfax Avenue is not significant for reasons related to architecture or physical design. Therefore, it does not satisfy National Register/ California Register Criterion C/3.

National Register Criterion D. *Has yielded, or may be likely to yield, information important in prehistory or history.*

California Register Criterion 4. *Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.*

As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

7.2. Evaluation of Integrity

Integrity is the ability of a property to convey its significance, and is defined by the National Park Service (NPS) as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."[105] NPS identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

[105] U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 4.

800-830 South Fairfax Avenue

For a property to be eligible for listing in the National and California Registers, or as a Los Angeles Historic-Cultural Monument, it must first meet one or more eligibility criteria and also retain sufficient integrity to convey its historic significance. As stated in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, "only after significance is fully established can you proceed to the issue of integrity."[106] In accordance with best professional practices, it is customary to apply this same methodology when evaluating resources under state and local eligibility criteria. Since the buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue are not eligible for federal, state, or local listing, an analysis of integrity was not completed.

840 South Fairfax Avenue

The building at 840 South Fairfax Avenue was deemed to have sufficient integrity when it was listed as an HCM in 2019. Following is a summary of integrity for the building, as stated in the HCM designation:

- Location: the business was originally located nearby on Wilshire Boulevard, but the building, which was purpose-built for Tom Bergin's, has remained on its original site since its construction in 1949. The building thus retains integrity of location.
- Design: while some minor alterations have been made to the building, they have not collectively resulted in substantive changes to its overall design. Its essential form, plan, massing, configuration, and vocabulary remain intact and legible. The building retains integrity of design.
- Setting: Sanborn maps and historic images indicate that when it was constructed, the building occupied a stretch of Fairfax Avenue that was sparsely developed. The surrounding area was primarily developed with low-scale residences, and Art Deco-style commercial buildings dominated the nearby Miracle Mile commercial district. Over time, development in the area has become much larger, denser, and evocative of contemporary modes of architecture. Originally a complement to the area's prevailing development patterns and aesthetic character, the building, over time, has become anomalous as the context of the immediate area has changed and evolved. To the north of the building, the Petersen Automotive Museum was recently renovated (2015) with a new façade treatment comprising stainless steel ribbons and a bold color palette, a sharp visual deviation from existing buildings in the vicinity. The construction of the Jean and Jerry Friedman Shalhevet High School campus to the immediate south of the Tom Bergin's building (2015), and the Vinz on Fairfax mixed-use development on the next parcel to the south (2017), further altered the setting of 840 South Fairfax Avenue by introducing buildings that were considerably larger and bulkier to this stretch of Fairfax Avenue, which was previously occupied by low-slung buildings. The construction of these large new developments has rendered this stretch of Fairfax Avenue much more varied and eclectic with respect to scale and visual character. That these large new developments were erected in such close proximity

[106] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, (Washington, D.C.: United States Department of the Interior, 1990, revised 1991, 1995, 1997), 45.

to the Tom Bergin's buildings has had the effect of making the Tom Bergin's building appear more diminutive, though it retains its essential setting of being a commercial building set along a commercial corridor and flanked by residential neighborhoods. The building's integrity of setting has thus been compromised.

- Materials: with the exception of some new materials that were introduced during renovation and remodel projects, almost all of the building's original materials remain intact. It thus retains integrity of materials.
- Workmanship: distinguishing characteristics that provide the building with its distinctive visual character remain intact. The building thus retains integrity of workmanship.
- Feeling: the building retains its essential character-defining features and appearance from its historic periods. It therefore retains integrity of feeling.
- Association: though it is currently closed, the building retains the distinctive look, feel, and appearance of an Irish-themed pub and restaurant. It is accompanied by signage that connotes its historical use and occupancy. The building therefore retains integrity of association.

8. Impacts Analysis

8.1. Summary of Historical Resource Findings

The Project Site encompasses two legal parcels that are developed with the following three buildings:

- 800 South Fairfax Avenue (apartment building constructed 1951)
- 830 South Fairfax Avenue (apartment building constructed 1951)
- 840 South Fairfax Avenue (Tom Bergin's, commercial building constructed 1949)

In addition, the Project Site includes a surface parking lot that is located to the north of the commercial building at 840 South Fairfax Avenue and serves the Tom Bergin's restaurant and tavern; and two carports that are sited to the rear/east of the apartment buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue.

All three buildings on the Project Site, as well as their associated features, were evaluated for potential historical significance herein. This evaluation arrived at the following conclusions:

- 800 South Fairfax Avenue is not eligible for listing in the National Register or California Register, or as a Los Angeles Historic-Cultural Monument.
- 830 South Fairfax Avenue is not eligible for listing in the National Register or California Register, or as a Los Angeles Historic-Cultural Monument.
- 840 South Fairfax Avenue (Tom Bergin's) is locally designated as a Los Angeles Historic-Cultural Monument. The designation includes exterior features and finishes, interior features and finishes in front-of-house spaces, and two freestanding pole signs. The designation excludes the surface parking lot that is located to the north of the building. In addition, the building is eligible for listing in the National Register and California Register under Criterion A/1.

Pursuant to Section 15064.5(a)(2) of the State CEQA Guidelines (CEQA Guidelines), the term "historical resource" includes a resource listed in a local register of historical resources or identified as significant in a historical resources survey meeting the requirements in Section 5024.1(g) of the Public Resources Code (PRC). As 840 South Fairfax Avenue is listed in Los Angeles's local register and is eligible for listing in the California Register and the National Register, it satisfies the definition of a historical resource as enumerated by the CEQA Guidelines. Using these same guidelines, no other buildings or improvements on the Project Site qualify as historical resources for purposes of CEQA.

8.2. Significance Threshold

According to the CEQA Guidelines, a project has the potential to impact a historical resource when the project involves a "substantial adverse change" in the resource's significance. Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its

immediate surroundings such that the significance of an historical resource will be materially impaired."[107]

The significance of a historical resource is materially impaired when a project:

a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resources that convey its historical significance and that justify its inclusion in, or eligibility for, the California of Historical Resources; or

b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code (PRC) of its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project established by a preponderance of evidence that the resource is not historically or culturally significant; or

c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for the purposes of CEQA.

A project that has been determined to conform with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (the Standards) shall generally be considered to be a project that will not cause a significant impact on a historical resource (Title 14 CCR, Section 15064.5(b)(3).

8.3. Character-Defining Features

Character-defining features are those physical elements of a resource that define its historic character and help to convey its significance. In instances of future change to a historic resource, character-defining features should be retained to the greatest extent feasible in order to ensure that a resource can continue to physically represent its historical period.

The following are character-defining features for 840 South Fairfax Avenue, as enumerated in the 2019 HCM designation for the property:

Building Exterior

- Minimal setback from the street
- Rectangular footprint that spans the depth of the parcel
- Tudor Revival style and characteristics, recalling the vernacular architecture of Ireland
- Asymmetrical façades
- Steeply pitched cross-gable and shed roofs sheathed in composition shingles

[107] Title 14 CCR, Section 15064.5

- Roof features include shallow eaves, bargeboards, glazed dormers, and a weathervane
- Brick chimney (east elevation)
- Combination of wall cladding materials including textured stucco, wood lap siding, wood board-and-batten siding, and clinker bricks
- Simple, understated entrances that are flush with the face of the building
- Jettied gables with decorative wood brackets
- Multi-light wood hopper and casement windows; some are glazed with stained or rondel glass
- Continuous sill course beneath windows on the north elevation
- Freestanding pole signs (2) with neon illumination (west property line)
- Wall-mounted signs (2) with neon illumination (north elevation, west elevation)

Building Interior[108]

- General configuration and circulation pattern of front-of-house spaces (tavern, dining area, rear dining room)
- Brick floors (tavern, dining area)
- Vaulted ceiling (dining room)
- Exposed wood rafters and wood tie beams (tavern, dining room)
- Burnished wood wall panels, trim, and doors
- Built-in, burnished wood casework
- Standard and U-shaped banquettes (tavern, dining area)
- Horseshoe-shaped bar with wood panels and casework, a copper top, and a metal rail (tavern)
- Brick fireplace (dining room)

The HCM designation approved by the City Council excludes the surface parking lot to the north of the building, which was found to be "not a significant character defining feature of the monument."[109]

8.4. Project Description

The Project includes the partial demolition of existing improvements on the Site, including two apartment buildings (located at 800-830 S. Fairfax Avenue) and a surface parking lot, and the construction of a new mixed-used project with 209 dwelling units, including 28 Extremely Low Income affordable housing units, and approximately 2,653 square feet of new commercial uses. The existing Tom Bergin's restaurant and tavern, located at 840 S. Fairfax Avenue and containing approximately 3,829 square feet of floor area, will remain. The Project includes construction of an eight-story building with a maximum height of approximately 94 feet and a total floor area of approximately 189,115 square

[108] Interior character-defining features are limited to publicly accessible front-of-house spaces, and those that convey the building's historic use. Back-of-house spaces and areas that play a purely ancillary role are not included.
[109] Los Angeles City Clerk, Council File: 19-0293, received Mar. 26, 2019, last changed Jun. 19, 2019.

feet. The Project will include a total of 239 vehicular parking spaces, 146 bicycle parking spaces, and a minimum of 18,356.25 square feet of open space.

8.5. Analysis of Project Impacts

The Project will not have a significant impact on historical resources. As previously described, the Tom Bergin's building at 840 South Fairfax Avenue is a designated Los Angeles HCM, and is also eligible for listing for the National Register and California Register under Criterion A/1. A stated goal of the Project is the preservation of the Tom Bergin's building, and the building will be isolated from development activities taking place in the northern portions of the Project Site. No excavation activities will take place within 25 feet of the north elevation of the Tom Bergin's building, and as described in the noise and vibration analysis prepared for the Project, vibration impacts during construction would be less than significant without mitigation for the Tom Bergin's building.

The Project includes demolition of existing conditions on the northern majority of the Project Site in order to accommodate the new mixed-used building; however, as stated above, demolition activities will be confined to areas of the Project Site that do not contain historical resources. Specifically, demolition will be limited to the two existing multi-family residential buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue – neither of which meets eligibility criteria for federal, state, or local listing – and the surface parking lot to the north of the Tom Bergin's building, which the City Council excluded from the 2019 HCM designation because it was considered to not be a character-defining feature. The designated Tom Bergin's building will remain fully intact and in situ.

None of the character-defining features associated with the designated Tom Bergin's building will be removed or altered as a result of the Project. Character-defining exterior features and finishes, and character-defining interior features, finishes, and spaces will not be modified in any way by the construction of the new adjacent mixed-use building. There are two character-defining features that are physically separated from the building envelope: the first is a freestanding pole sign near the west property line that reads "TOM BERGIN STEAKS CHOPS" on its upper face and "PUBLIC HOUSE" on its lower face, and the second is a freestanding pole sign near the west property line that is styled in the shape of a shamrock and reads "HOUSE OF IRISH COFFEE." Both signs will be retained in situ by the Project.

The Project includes development of a new 189,000-sf mixed-use residential and commercial building, including one level of below-grade parking and eight stories above grade. The new building will be separated from Tom Bergin's by a landscaped courtyard averaging 25'6" in width, which will be constructed in place of the southern half of the existing parking lot (currently approximately 60' in width). The northern half of the existing parking lot will be occupied by the new building. The new courtyard will narrow at the rear (east end) of the Project Site, which is least visible from public view. At this end, the new building will be located nearer to the historic building but will maintain a distance of 5'. The new courtyard will include a combination of landscape and hardscape features; it will retain existing patterns of ingress and egress to Tom Bergin's, whose primary entrance is located on that building's north façade. The new courtyard will ensure that there is sufficient physical separation

between the historic building and the new building as to where the long, low-slung north façade of Tom Bergin's and its character-defining features remain visible from the public-right-of-way.

The portions of the new building closest to Tom Bergin's on the Project site include, from west to east: the lobby to the new residential building, the elevator and stair core, and parking-related program such as a valet office, valet drop off area, and bicycle parking. This area also includes back of house areas such as the electrical room and trash receptable area. The volume of the new building that contains the lobby reaches a maximum height of 26', which is lower than the gable peak of the Fairfax Avenue-facing gable of the Tom Bergin's building. The new building steps up incrementally toward the rear of the parcel, up to 82' at 25' from the Fairfax Avenue frontage, and then 90' at the very rear. The small volume nearest the Tom Bergin's building, located at the rear of the Project Site, is 14' at its highest point and 5' away from the back portion of the Tom Bergin's building.

Compliance With The Secretary of the Interior's Standards

The *Secretary the Interior's Standards for Rehabilitation* generally guide the treatment of a historic building's significant spaces, features, and materials. Because the Project will not include development activities at the Tom Bergin's building itself, Standards 1-8 do not apply to the Project. However, Standards 9 and 10 relate specifically to adjacent new construction and are thus applicable to the Project.

The Project will comply with Standards 9 and 10 as follows:

9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

The Project does not include any construction activities on the Tom Bergin's building itself, and therefore it will not destroy any historic materials that characterize the property. The historic building will retain all of its exterior and interior character-defining features, including two freestanding signs.

The new building will be differentiated from the historic resource such that it does not replicate any of the historic elements or features of the historic building, or attempt to appear as related historic construction. Rather, the new building will have a contemporary aesthetic typical of the 2020s, rather than the 1940s.

The new development, though much larger in scale than the Tom Bergin's building, is designed in such a way that it will be compatible with the massing, size, scale, and features of the historic building. Specifically, the new building has been designed so that its southwest volume, at 22' tall, is considerably lower than the rest of the building and a little bit lower than the top of the front gable of the Tom Bergin's building, helping to soften the transition in scale between the one-and-a-half story historic building and the new eight-story building. Stepping back the massing of the new building in this way also has the effect of preserving views of the Tom Bergin's building as it is being approached from the north.

In addition to its stepped massing, the new building also strategically incorporates glazing and other materials to further soften the transition between the Tom Bergin's building and the adjacent new construction. The new building will incorporate a variety of materials and textures into its design; its southern volumes, which are nearest Tom Bergin's, are extensively glazed, resulting in façades that are generally lighter, tauter, and less visually impactful than the rest of the new building. This will further ease the visual transition between the historic building and the proposed new construction.

For these reasons, the Project meets Standard no. 9.

10. *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The Project includes new construction adjacent to the Tom Bergin's building, including a new 189,000-sf mixed-use building and a landscaped courtyard. The Project does not include any additions or modifications to the Tom Bergin's building itself, or any related new construction.

If the new building and courtyard were to be removed in the future, the Tom Bergin's building would remain unchanged. It would retain its essential form and integrity. All of its character-defining features, including detached exterior features like the two freestanding signs, would be unimpaired. Although the Project would remove the building's surface parking lot and other site features, such as perimeter walls and other landscaping, the surface parking lot is not a character-defining feature of the historic property, and walls and landscape features associated with the parking lot are not historic (most date to modifications made to the property circa 2012 when the property changed hands).

For these reasons, the Project meets Standard no. 10.

8.6. Summary of Continued Eligibility

As described above, the Project meets the Standards as they apply to related and adjacent new construction to the Tom Bergin's building, a historical resource.

Furthermore, upon completion of the Project, the building will continue to be eligible for its designation as a Los Angeles HCM. It will also continue to be eligible for listing in the National Register and California Register.

The building is locally designated, and is also eligible under state and federal programs, because of its significant associations with the commercial identify of Los Angeles by virtue of its identity as the long-term location of the Tom Bergin's restaurant. Since the Project will not impose any changes to the building itself, the building will continue to appear as it did historically and retain its ability to materially convey its significant associations. It will retain all of its interior and exterior character-defining features, as well as character-defining site features such as the two freestanding pole signs.

Furthermore, the Project will not diminish the building's current integrity. As described in *Section 7.2: Evaluation of Integrity* of this report, the Tom Bergin's building currently retains integrity of Location,

Design, Materials, Workmanship, Feeling, and Association. Due to extensive contemporary development to the south of the building in recent years, it does not retain integrity of Setting.

As part of the Project, the Tom Bergin's building will retain all aspects of integrity it currently does:

It will not be moved as part of the Project and will therefore retain its integrity of **Location.**

Because the Project does not include any construction activities at the Tom Bergin's building, it will continue to retain its integrity of **Design, Materials,** and **Workmanship**.

The building will remain unaltered and will retain all of its exterior and interior character-defining features, and therefore it will retain its integrity of **Feeling** and **Association.** The building's original parking lot will be removed as part of the Project and a new landscaped courtyard will be constructed in its southern half, providing separation between the new building and Tom Bergin's. However, pedestrians will still approach the Tom Bergin's building in the same way – via the main entrance at the western edge of the north façade – and the appearance of Tom Bergin's from the street, including its two freestanding signs, will remain unchanged.

Tom Bergin's integrity of **Setting**, already compromised, will be further diminished by the Project through the loss of its adjacent surface parking lot and development of an eight-story building to the north. However, this further loss of integrity of setting will not diminish the building's overall integrity in such a way that it no longer retains eligibility for listing as an HCM and in the California Register and National Register.

For these reasons, the Tom Bergin's building will remain eligible for local, state, and federal listing upon completion of the Project.

8.7. Analysis of Indirect Impacts

The Project will not have an indirect impact on any adjacent historical resources. As previously described, the project is located adjacent to two designated HPOZs: Carthay Circle to the west, and Miracle Mile to the east.

Project site (indicated with red border) location adjacent to the Carthay Circle and Miracle Mile HPOZs (Google Maps).

The Carthay Circle HPOZ is located generally between Fairfax Avenue to the east, Warner Drive to the north, Olympic Blvd. to the south, and Schumacher Drive to the west. On Fairfax Avenue, it includes only the parcels on the west side of the street, which are primarily single-family residences that are oriented toward the side streets of Warner Drive, Del Valle Drive, and Barrows Drive. The exceptions are 915 and 925 S. Fairfax, which are the only two HPOZ contributors that face eastward onto Fairfax Avenue. Warner, Del Valle, and Barrows Drives are blocked to incoming vehicular traffic from Fairfax Avenue.

The Carthay Circle parcels with adjacency to the Project site are 6106 W. Del Valle Drive and 6103 W. Barrows Drive; these single-family residences, both contributors to the HPOZ, are located directly across Fairfax Avenue from the Project site. 6101 W. Del Valle Drive is located diagonal from the Project site, to the northwest, and 6106 W. Barrows Drive to the southwest. Both of these properties are also contributors to the HPOZ. None of these properties are oriented to face Fairfax Avenue; rather, they are oriented toward their respective streets and have side elevations, perimeter walls, and garages that face Fairfax Avenue. In this way, these contributors (and the Carthay Circle HPOZ, broadly) do not have a direct, interactive relationship with Fairfax Avenue, such that their primary façades or points of entry face onto the avenue.

The properties located within the Carthay Circle HPOZ are generally a mix of one- and two-story, single-family and multi-family residences. In contrast, the current character of the east side of Fairfax Avenue from Wilshire Blvd. to Olympic Blvd varies widely, including the four-story Petersen Automotive Museum and parking structure, two-story multi-family apartments, one-story Tom Bergin's restaurant, three-story educational building, and five-story mixed use building. Because of the varied existing character, use pattern, and development chronology of the east side of Fairfax Avenue, it does not have a visual connection to or relationship with the HPOZ to the west. It also does not have any bearing on the setting of the Carthay Circle HPOZ, since the experience of the HPOZ is generally limited to the

streets within its boundaries; only secondary elevations of HPOZ contributors are visible from Fairfax Avenue, and some minimally so due to perimeter walls and hedges. Further changes to the character of the 800 block of Fairfax Avenue proposed by the Project, which will include construction of an eight story multi-family building, will not constitute a change to the setting of the Carthay Circle HPOZ such that its significance is impaired. In addition, due to its location on the east side of Fairfax Avenue, the Project will not block any views of the Carthay Circle HPOZ, or any of its contributing features, from any public right of way.

Miracle Mile HPOZ

The Miracle Mile HPOZ is located generally between La Brea Avenue to the east, 8th Street and Wilshire Boulevard to the north, San Vicente Blvd. to the south, and Orange Grove Avenue to the west. On Orange Grove Avenue, it includes only the parcels on the east side of the street, and only between 8th Street to the north and Olympic Boulevard to the south. The HPOZ's northern boundary is irregular generally due to the omission of some later construction (outside of the period of significance) adjacent to Wilshire Boulevard.

The Miracle Mile HPOZ contributors with the closest adjacency to the Project site are those on the east side of the 800 block of South Orange Grove Avenue, about 160 feet from the Project. These properties are separated from the Project site by the parcels on the west side of South Orange Grove, which are improved with single-family and multi-family dwellings that are generally one and two stories in height. Although the Project will be visible from properties on the 800 block of South Orange Grove that are within the HPOZ boundary, it is far enough separated from the HPOZ that it will not impact its setting in such a way that its significance is impaired. Furthermore, due to its location on an adjacent street, the Project will not block any views of the Miracle Mile HPOZ, or any of its contributing features, from any public right of way.

For all of these reasons, the Project will not have an indirect impact on either the adjacent Carthay Circle HPOZ or Miracle Mile HPOA.

8.8. Project Recommendations

To ensure the appropriate treatment of the designated Tom Bergin's building during construction of the Project, ARG makes the following recommendations:

1. Photo document the Tom Bergin's building and its current site conditions before commencement of construction activities on the Project Site. Documentation should include the surface parking lot and all site features on the property, in addition to the building itself and its two freestanding signs. Photographic documentation should follow the guidelines of the Historic American Building Survey (HABS) Level III, although it is not required that they be submitted to the Library of Congress. Photographic documentation should be submitted to local repositories including (and not limited to) the Los Angeles Public Library and the Los Angeles Conservancy.
2. The condition of the Tom Bergin's building should be monitored during excavation and construction activities by a historic architect meeting the *Secretary of the Interior's Professional*

Qualification Standards, to ensure it is protected from vibration and other construction-related disturbances.

9. Conclusion

The Project will not have a significant impact on any historical resources on or adjacent to the Project site. In summary, ARG arrives at the following conclusions:

The multi-family residential buildings at 800 South Fairfax Avenue and 830 South Fairfax Avenue do not meet eligibility criteria for listing in the National Register, the California Register, or as Los Angeles HCMs. These buildings are not historical resources for purposes of CEQA.

The commercial building at 840 South Fairfax Avenue (Tom Bergin's) is a locally designated HCM. It is also eligible for listing in the National Register and California Register under Criterion A/1. The building and its associated signage are historical resources for purposes of CEQA. The Project will not cause a substantial adverse change to significance of the Tom Bergin's building. The Project meets the Standards, and the historical resource will continue to retain sufficient integrity to convey its significance following completion of the Project.

Finally, the Project will not have an indirect impact on the Carthay Circle HPOZ or Miracle Mile HPOZ, located west and east of the Project site, respectively.

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Appendix C-2

Archaeological Resources Assessment

Archaeological Resources Assessment for the 800–840 South Fairfax Avenue Project, Los Angeles, California

FEBRUARY 3, 2021

PREPARED FOR

830 Fairfax Owner II, LLC

PREPARED BY

SWCA Environmental Consultants

Archaeological Resources Assessment for the 800–840 South Fairfax Avenue Project, Los Angeles, California

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SWCA Project No. 61263

SWCA Cultural Resources Report No. 20-669

February 3, 2021

MANAGEMENT SUMMARY

Purpose and Scope: 830 Fairfax Owner II, LLC (the Project applicant) retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resources assessment for the proposed 800-840 South Fairfax Avenue Project (the Project). The Project proposes to demolish two residential buildings while retaining one existing commercial building, and construct a mixed-use eight-story building with open space and parking area on a 1.06-acre parcel located at 800–840 South Fairfax Avenue, Los Angeles, California (Project site). The following study was conducted to analyze any potential impacts on archaeological resources located in the Project site pursuant to the California Environmental Quality Act (CEQA), including relevant portions of Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations (CCR) Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The following report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS) and archival research used to evaluate the presence or likelihood of archaeological resources within the Project site.

Dates of Investigation: SWCA conducted a CHRIS search for the Project site plus a 0.8-km (0.5-mile) radius on August 26, 2020, at the South Central Coastal Information System (SCCIC) located at California State University, Fullerton.

Summary of Findings: A CHRIS records search and archival research identified 12 previously recorded resources within a 0.8-km (0.5-mile) radius of the Project site, none of which were located within the Project site. Two of the resources included archaeological components: P-19-000159 and P-19-001261/H. P-19-000159 includes Native American human remains, commonly known as the La Brea Woman, recovered in 1915 from asphalt seeps in the La Brea Tar Pits 0.7 km (0.4 miles) to the northeast of the Project site. P-19-001261 is a Historic-period refuse pit identified near the prehistoric site in the La Brea Tar Pits.

The nearest named Native American villages and settlements described in ethnographic sources are all located between 9.1 and 12 km (5.7 and 7.5 miles) of the Project site. Other unnamed Native American settlements have been documented 4 km (2.5 miles) south of the Project site along the former course of the Los Angeles River (now Ballona Creek) and several wetland features that once existed in the Las Cienegas area. The relative proximity to these natural resources, especially the asphaltum source, suggests an increased level of sensitivity for prehistoric archaeological resources, specifically remains from a temporary open camp identified by the presence of flaked stone tools, tool-making debris, stone milling tools, shell, fire-altered rock, and sediment discoloration or carbonization.

During the eighteenth century, the Project site either remained an undeveloped open space within the eastern portion of Rancho de las Aguas—a Mexican land grant—which was possibly used as pasture for cattle and sheep grazing. By the early twentieth century, the Project site was located on the west end of a grain field (most likely wheat or barley). Aerial photos taken in the early 1920s indicate that the field was seasonally plowed. The present-day street grid in this area was established by 1924 as part of the expanding commercial and residential developments centered on Wilshire Avenue, but the Project site remained a vacant lot until 1951 when the extant apartment buildings were constructed. Given the sparse use during the Spanish, Mexican, and early American periods, it is very unlikely that substantial material remains ever existed within the Project site. During the 30-year period from about 1920 to 1951 when the Project site remained a vacant lot, it is possible that individual pieces of refuse could have been discarded and become buried, which slightly increases the archaeological sensitivity, specifically food and beverage waste, and personal items.

The archaeological preservation conditions within the Project site are poor. The development of the agricultural field in the early twentieth century and subsequent residential development in 1951 would have disturbed surface or near-surface archaeological deposits that may have once been present. Sediment profiles taken from boring samples in the Project site indicate at least 2 feet of artificial fill on top of naturally deposited alluvial sediments. Artifacts or features associated with Native American activities can remain preserved below surface disturbances, but given the lack of evidence suggesting concentrated activity within the Project site, it is unlikely that any such archaeological deposits exist either intermixed with the artificial fill or within the underlying alluvial sediments. For these reasons, SWCA finds the Project site has low sensitivity for prehistoric archaeological resources.

The artificial fill identified within geotechnical borings extends approximately 2 feet below the surface and appears to have been created during the construction of the extant residential property in 1951. The stratum of artificial fill represents the area in which any Historic-period archaeological resources have any potential to occur within the Project site, the most likely type of which are individual pieces of refuse deposited between 1920 and 1950. However, the substantial nature of the disturbance from the development of the property significantly reduces the likelihood that any such archaeological resources have been preserved. For these reasons, SWCA finds the Project site has low sensitivity for containing Historic-period (non-Native American) archaeological resources.

Conclusion: No previously recorded archaeological resources have been identified within the Project site. The depth of excavation for the Project is approximately 4.3 m (14 feet) below the surface within the Project site, which would require excavation of the underlying alluvial sediments and removal of the overlying artificial fill. The potential for unidentified archaeological resources within the Project site was assessed based on available evidence and is found to be low; however, the precise location of an archaeological resource is unpredictable by nature and the potential for an unidentified archaeological resource within the Project site cannot be completely ruled out. SWCA recommends incorporating a mitigation measure to ensure that potentially significant impacts to archaeological resources inadvertently discovered within the Project site during demolition, excavation, grading, or other ground-disturbing activities associated with the Project are avoided or reduced to less-than-significant levels.

Construction at the Project site would adhere to applicable regulatory compliance that apply to human remains in the event of an inadvertent discovery during grading, excavation, or other soil disturbing activities within the Project site. SWCA recommends incorporating a regulatory compliance measure addressing the inadvertent discovery of human remains to ensure adherence to the applicable regulations. Adhering to existing regulatory compliance and implementing the mitigation measure will ensure that if any archaeological resources or human remains are found during construction of the Project, they will be handled in compliance with State law such that any potential impacts would be reduced to less than significant levels.

Disposition of Data: This report will be on file with 830 Fairfax Owner II, LLC, the SCCIC at California State University, Fullerton, and SWCA's Pasadena Office.

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INTRODUCTION

830 Fairfax Owner II, LLC (the Project applicant) retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resources assessment for the proposed 800-840 South Fairfax Avenue Project (the Project). The Project proposes to demolish two residential buildings while retaining one existing commercial building, and construct a mixed-use eight-story building with open space and parking area on a 1.06-acre parcel located at 800–840 South Fairfax Avenue, Los Angeles, California (Project site). The following study was conducted to analyze any potential impacts on archaeological resources located in the Project site pursuant to the California Environmental Quality Act (CEQA), including relevant portions of Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations (CCR) Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The following report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS) and archival research used to evaluate the presence or likelihood of archaeological resources within the Project site.

SWCA Senior Archaeologist Chris Millington, M.A., Registered Professional Archaeologist (RPA) prepared the report and acted as Principal Investigator. Additional contributions to the report were made by SWCA Principal Investigator Amira Ainis, Ph.D., RPA, and SWCA Archaeologist Trevor Gittelhough, M.A., RPA. Heather Gibson, Ph.D., RPA, reviewed the report for quality assurance/quality control. All figures in the report are included in Appendix A. Copies of the report are on file with SWCA's Pasadena Office and the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton.

PROJECT DESCRIPTION

The Project site is at 800-840 South Fairfax Avenue the City of Los Angeles, California (Figure A-1). The Project site is in the Mid-Wilshire neighborhood of Los Angeles on a 1.06-acre parcel (assessor's parcel numbers 5086-008-010 and 5086-008-012). The site is a currently occupied by two residential buildings, one commercial building, and a paved surface parking lot. The site is bounded by Fairfax Avenue to the west, 8th Street to the north, a school property to the south, and residential single-family homes to the east (Figure A-2). This location is plotted in an unsectioned portion of Township 1 South, Range 14 West as depicted on the U.S. Geological Survey (USGS) Hollywood, California, 7.5-minute topographic quadrangle (Figure A-3).

The Project consists of the demolition of two existing buildings occupied by residential units and the construction of a new 8-story mixed-use building with up to 209 multiple family dwelling units and approximately 2,653 square feet of ground floor commercial/restaurant uses for a total floor area of approximately 189,115 square feet. The Project would provide approximately 239 parking spaces contained in one subterranean and two at- and above-grade parking levels. The commercial building currently occupied by a restaurant (Tom Bergin's) is located at 840 South Fairfax Avenue, and would be retained as part of the Project and will not be demolished.

Ground disturbances from demolition and excavation would occur within all portions of the Project site except for the area occupied by the restaurant building and an additional area extending approximately 35 feet to the north of the restaurant building. Demolition activities are expected to occur during the removal of the existing residential buildings, foundations, pavement, surface structures, hardscaping elements, utilities, and general site preparation work. Ground disturbances associated with the demolition would likely occur within the near-surface, estimated at approximately 2 feet below grade. The construction of the subterranean parking structure requires excavation and grading to a depth sufficient to complete the

perimeter wall footings and basement slabs, which is expected to range between 8 and 14 feet below grade (including over-excavation).

REGULATORY SETTING

State Regulations

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation (DPR), performs certain duties described in the California PRC and maintains the California Historic Resources Inventory and CRHR. The state-level regulatory framework also includes CEQA, which requires the identification, and mitigation if necessary, of substantial adverse impacts that may affect the significance of eligible historical and archaeological resources.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely affected by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). Answering this question is a two-part process: first, the determination must be made whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential "substantial adverse change in the significance" of the resource.

HISTORICAL RESOURCES

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined to be eligible by the State Historical Resources Commission, for listing in the CRHR (PRC 5024.1, 14 CCR 4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historic resources survey by meeting the requirements of PRC Section 5024.1(g).
- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA) if the resource meets the criteria for listing on the CRHR (as defined in PRC Section 5024.1, 14 CCR 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet National Register of Historic Places (NRHP) criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR, or is not included in a local register or survey, shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

ARCHAEOLOGICAL RESOURCES

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions, and that there is a demonstrable public interest in that information.
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may

still be eligible for listing in the CRHR. Although all sites are evaluated according to all four of the CRHR criteria, the eligibility for archaeological resources is typically considered under Criterion 4. Most prehistoric archeological sites lack identifiable or important association with specific persons or events of regional or national history (Criteria 1 and 2), and/or lack the formal and structural attributes necessary to qualify as eligible under Criterion 3.

An archaeological site may be considered significant if it displays one or more of the following attributes: chronologically diagnostic, functionally diagnostic, or exotic artifacts; datable materials; definable activity areas; multiple components; faunal or floral remains; archeological or architectural features; notable complexity, size, integrity, time span, or depth; or stratified deposits. Determining the period(s) of occupation at a site provides a context for the types of activities undertaken and may well supply a link with other sites and cultural processes in the region. Further, well-defined temporal parameters can help illuminate processes of culture change and continuity in relation to natural environmental factors and interactions with other cultural groups. Finally, chronological controls might provide a link to regionally important research questions and topics of more general theoretical relevance. As a result, the ability to determine the temporal parameters of a site's occupation is critical for a finding of eligibility under Criterion 4 (information potential). A site that cannot be dated is unlikely to possess the quality of significance required for CRHR eligibility or be considered a unique archaeological resource. The content of an archeological site provides information regarding its cultural affiliations, temporal periods of use, functionality, and other aspects of its occupation history. The range and variability of artifacts present in the site can allow for reconstruction of changes in ethnic affiliation, diet, social structure, economics, technology, industrial change, and other aspects of culture.

Treatment of Human Remains

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at CCR Section 15064.5; PRC Section 5097.98 illustrates the process to be followed if remains are discovered.

Local Regulations

Los Angeles Historic-Cultural Monuments

Local landmarks in Los Angeles are known as Historic-Cultural Monuments (HCMs) and are under the aegis of the City of Los Angeles Planning Department (DCP), Office of Historic Resources (OHR). An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

> [A] Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Los Angeles Municipal Code Section 22.171.7).

City of Los Angeles General Plan

The City of Los Angeles's *General Plan Conservation Element* (Conservation Element), Chapter II, Section 3, defers to the State CEQA Guidelines in regard to the identification, evaluation, and mitigation of impacts to archaeological resources. The Conservation Element recognizes that the City has the primary responsibility to protect significant archaeological resources and states the following:

> If it is determined that a development project may disrupt or damage such a site, the project is required to provide mitigation measures to protect the site or enable study and documentation of the site, including funding of the study by the applicant. The city's environmental guidelines require the applicant to secure services of a bona fide archaeologist to monitor excavations or other subsurface activities associated with a development project in which all or a portion is deemed to be of archaeological significance. Discovery of archaeological materials may temporarily halt the project until the site has been assessed, potential impacts evaluated and, if deemed appropriate, the resources protected, documented and/or removed. (page II-3)

The Conservation Element gives the following objective and policy for archaeological and paleontological resources:

Objective: protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.

Policy: continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.

METHODS

CHRIS Records Search

On August 26, 2020, SWCA received the results of a confidential search of the CHRIS records from the SCCIC on the campus of California State University, Fullerton, to identify previously documented cultural resources within a 0.8-km (0.5-mile) radius of the Project site, as well as any selectively chosen outside the radius to aid in the assessment of archaeological resource sensitivity. The SCCIC maintains records of previously documented archaeological resources and technical studies; it also maintains copies of the OHP's portion of the Historic Resources Inventory.

Confidential CHRIS results include specific information on the nature and location of sensitive archaeological sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented archaeological resources and to inform the impact analysis. The search included any previously recorded archaeological resources (i.e., excludes historic buildings) within the Project site and surrounding 0.8-km (0.5-mile) area.

Archival Research

Concurrent with the confidential CHRIS records search, SWCA also reviewed property-specific historical and ethnographic context research to identify information relevant to the Project site. Research focused on a variety of primary and secondary materials relating to the history and development of the Project site,

including historical maps, aerial and ground photographs, ethnographic reports, and other environmental data. Historical maps drawn to scale were georeferenced using ESRI ArcMAP v10.5 to show precise relationships to the Project site. Sources consulted included the following publicly accessible data sources: City of Los Angeles OHR (SurveyLA); City of Los Angeles Department of Building and Safety (building permits); David Rumsey Historical Map Collection; Huntington Library Digital Archives; Library of Congress; Los Angeles Public Library Map Collection; Sanborn Fire Insurance Company Maps (Sanborn maps); USGS historical topographic maps; University of California, Santa Barbara Digital Library (aerial photographs); and University of Southern California Digital Library.

In addition to the above, SWCA reviewed the geotechnical report prepared for the Project by Applied Earth Sciences (Minas 2019). Applied Earth Sciences conducted subsurface boring, identified the sediments within the Project site, noted their properties, and offered a preliminary discussion of geotechnical aspects of the Project site.

Sensitivity Assessment

In circumstances where a known archaeological resource is not present, SWCA assessed the potential for the presence of an unidentified resource in the form of a buried archaeological site. That determination considers historical use of the Project vicinity, broadly, and the physical setting, specifically, including an assessment of whether the setting is capable of containing buried archaeological material. Lacking any data specifically gathered to assess the presence or absence of archaeological material below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high.

SWCA assessed the sensitivity of the Project site to contain non–Native American archaeological resources as well as Prehistoric and Historic-period Native American archaeological resources. Specific factors are considered for each respective resource type. Indicators of favorable habitability for Native Americans are proximity to natural features (e.g., perennial water source, plant or mineral resource, animal habitat) and other known Native American archaeological sites, flat topography, prominent viewsheds, and relatively dry conditions. Indicators of Historic-period (non-Native American) archaeological resources sensitivity include the presence of bricks, glass, and/or building materials in geotechnical bores; historically documented occupation; and multiple episodes of construction and demolition of historical structures. Areas with a favorable setting for Native American habitation, or temporary use, and considered to have a high sensitivity include those with recorded historical occupation(s), soil conditions capable of preserving buried material, and little to no disturbances. Areas lacking these traits are considered to have low sensitivity. Areas with a combination of these traits are considered as having moderate sensitivity.

ENVIRONMENTAL SETTING

The Project site is in the Los Angeles Basin, a broad, level plain defined by the Pacific Ocean to the west, the Santa Monica Mountains and Puente Hills to the north, and the Santa Ana Mountains and San Joaquin Hills to the south. This extensive alluvial wash basin is filled with Quaternary alluvial sediments deposited as unconsolidated material eroded from the surrounding hills. Several major watercourses drain the Los Angeles Basin, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. The Project site is situated within an open aspect plain at an elevation of 49 meters (160 feet) above mean sea level. The current shoreline of the Pacific Ocean is approximately 12.9 km (8 miles) southwest of the Project site. The surrounding area is completely urbanized and there are no natural water courses within or in close proximity to the Project site. The head of Ballona Creek is located 1.2 miles to the southwest and is the closest drainage channel to the Project site. Ballona Creek was constructed as a concrete

channel during the 1930s in approximately the same location as the natural stream. Prior to the stream being channelized and most of the suburban developments in this part of Los Angeles, Ballona Creek was fed by several seasonal streams that formed a series of tributaries, and the headwaters supported wetland habitat in the form of marshland and sloughs (Figure A-4; Dark et al. 2011), the natural features after which the area of Las Cienegas was named.[1] Prior to 1825, the Los Angeles River had flowed west from what is now the downtown area of Los Angeles and ran along the course of what is now Ballona Creek (Gumprecht 2001: 137–143). The nearest stream courses or water features identified on historical maps include unnamed seasonal streams that fed Ballona Creek and a spring, which were located between 450 and 1500 m (0.3 and 0.9 miles) away (Figure A-5).

The Project site is set within an extensive plain composed of alluvial sediments. Soil testing for the was conducted by Applied Earth Sciences who placed seven bores throughout the Project site and published the resulting sediment profiles as part of their geotechnical report (Minas 2019). The geotechnical study identified approximately 2 feet of fill in the surface stratum directly beneath the pavement, which overlays naturally deposited alluvial sediments. The alluvial sediments are composed of alternative strata composed of silty sand and sandy silt in the uppermost strata, followed by silty sand, silty clay, and sandy silt. These alluvial deposits extend to the anticipated maximum depth of excavation required to complete the basement level.

CULTURAL SETTING

Prehistoric Overview

In the last several decades, researchers have devised numerous prehistoric chronological sequences to aid in understanding cultural changes in southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four horizons are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's 1955 synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates obtained by southern California researchers in the last three decades (Byrd and Raab 2007:217). As such, several revisions were subsequently made to Wallace's 1955 synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The summary of prehistoric chronological sequences for southern California coastal and near-coastal areas presented below is a composite of information in Wallace (1955) and Warren (1968), as well as subsequent studies, including Koerper and Drover (1983).

Horizon I: Early Man (ca. 10,000–6,000 BC)

Any discussion of human occupation of coastal areas during the terminal Pleistocene and Early Holocene must be prefaced with an understanding that sea level rise during this period of shifting climate inundated many kilometers of shoreline worldwide. Therefore, any evidence that we do have of human occupation in what are now coastal settings is likely only a small fraction of what originally existed. The earliest evidence for human occupation in California is found on the northern Channel Islands, off the coast of Santa Barbara, in the Southern California Bight. Multiple Terminal Pleistocene sites have now been dated on California's Northern Channel Islands (NCIs), firmly establishing the presence of early coastal-adapted people in the region (Erlandson et al. 1996, 2011; Erlandson and Braje 2008). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years

[1] La ciénega is the Spanish word for a marsh or swamp.

ago (Johnson et al. 2002) and recent excavations and radiometric dating of multiple archaeological assemblages on Santa Rosa (Erlandson et al. 2011) and San Miguel islands document Paleoindian technologies, subsistence strategies, and seasonality of site occupation during the latter part of the terminal Pleistocene (~11,700 cal BP) with similarities to the Western Stemmed Tradition found across much of western North America. It is likely that similarly early sites were present on the mainland California coast, however, the rate and degree of development beginning with European contact and continuing to the present has likely destroyed most early sites along the California mainland coast. Nevertheless, present-day Orange and San Diego counties contain several sites dated to the Early Holocene from 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006) and radiocarbon dates from the Goleta Slough area indicate occupations spanning ~9300-8400 cal BP with a primary subsistence focus on lagoon/bay shellfish (Owen et al. 1964). Although the dating of these finds remains controversial, several sets of human remains from the Los Angeles Basin (e.g., "Los Angeles Man," "La Brea Woman," and the Haverty skeletons) apparently date to the Middle Holocene, if not earlier (Brooks et al. 1990; Erlandson et al. 2007:54).

Recent data from Horizon I sites on the mainland indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002), and a greater emphasis on large-game hunting inland. Fundamental elements of lithic tool technology described by Wallace (1955) for this period include numerous scrapers, choppers, chipped and notched crescents, and large blades and points. Wallace also describes clam shell beads and bone beads, along with an absence of seed grinding implements from the site type for this period, Malaga Cove.

Horizon II: Milling Stone (6,000–3,000 BC)

The Milling Horizon corresponds to the Early Holocene when rising sea levels continued to encroach on coastlines, though global climate was slowly stabilizing. Set during a warmer and drier climatic regime than the previous horizon, the Milling Stone horizon is characterized by subsistence strategies centered on collecting plant foods and small animals; though in coastal areas where archaeological assemblages have been preserved there is also ample evidence of marine resource use during this time period as well (Connolly et al. 1995; Rick et al. 2001). The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates) and handstones (manos) (Erlandson 1991, 1994; Moriarty 1967; Warren 1967). The variety of site types from this period indicate a mobile settlement pattern and recent research indicates that Milling Stone horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

Milling stone assemblages are characterized by the extensive use of milling stones and mullers along with a general lack of finely crafted projectile points, though leaf-shaped points believed to be darts are present. The lack of bone and shell tools at some sites dated to this time period have led some researchers to suggest a stronger reliance of plant food resources. Several site types have been described for this horizon throughout southern California, including Topanga Canyon, Little Sycamore in Ventura, the La Jolla shellmounds, Porter Ranch in San Fernando, Zuma Creek, and Encino Village (CA-LAN-111).

Horizon III: Intermediate (3,000 BC–AD 500)

This horizon corresponds with the Middle Holocene and early Late Holocene time periods geologically and marks the point when current shorelines were established in most parts of the world. Consequently, evidence for marine resource use appears to increase after 5-6 kya. The Intermediate horizon is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. An increasing variety and abundance of fish, land mammal, and sea mammal remains are

found in sites from this horizon along the California coast. Related chipped stone tools suitable for hunting, including side-notched projectile points, are more abundant and diversified, and shell fishhooks became part of the toolkit during this period. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment and signaling a shift away from the processing and consuming of hard-shelled seed resources to the increasing importance of fleshier fruits like the acorn (e.g., Glassow et al. 1988; True 1993).

Technological markers described by Wallace (1955) for this horizon consist of basket-hopper mortars, mortar and pestle, diverse and plentiful chipped stone assemblages with broad leaf-shaped blades and heavy often stemmed projectile points, bone and antler tools are present to some degree but not in the quantity seen during later phases, along with occasional use of bitumen (asphalt) and steatite. Faunal assemblages often include terrestrial mammals representing wild game, along with some marine mammal bones and often high densities of shellfish remains.

The Middle Holocene also marks a time of cultural innovation in the archaeological record of California. Significant cultural developments are seen in the increasing formation of larger settlements, the intensification of long-distance trade networks including distinct cultural spheres throughout western North America, and the elaboration of art and personal aesthetics (e.g., shell and stone pendants and increasing variety of shell bead types and styles) (Erlandson and Glassow 1997; Glassow 1997; Howard and Raab 1993; Jenkins and Erlandson 1996; King 1990; Raab and Howard 2000; Vellanoweth 2001).

Horizon IV: Late Prehistoric (AD 500–Historic Contact)

In the Late Prehistoric horizon, there was an increase in the use of plant food resources in addition to an increase in terrestrial and marine mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric horizon, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points suggests increased use of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Steatite cooking vessels and containers are also present in sites from this time, and there is an increased presence of composite bone gorges and circular shell fishhooks; perforated stones; arrow shaft straighteners made of steatite; a variety of bone tools; and personal ornaments such as beads made from shell, bone, and stone. Olivella shell bead styles include a variety of wall and callus beads in addition to the previous spire-lopped, and cup beads. There was also an increased use of asphaltum (also known as bitumen) for waterproofing basketry and caulking canoes and as an adhesive. (Late Prehistoric burial practices are discussed in the Ethnographic Overview section below.)

Technological markers of this horizon as described by Wallace (1955) include the increased use of the bow and arrow, stemless points with concave or convex bases, steatite containers, widespread and use of asphaltum as adhesive, increased abundance and types of bone tools as well as shell, bone, and stone ornaments. Wallace also describes notable distinctions between northern and southern groups during this period including less pottery north of Orange County, where steatite vessels were more prevalent, and the presence of portable mortars and pestles and basket-hopper slabs in the north with bedrock mortars and milling stones being more prevalent in the San Diego area.

By AD 1000, fired clay smoking pipes and ceramic vessels were being used at some sites (Drover 1971, 1975; Meighan 1954; Warren and True 1961). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that occupants were trading with neighboring groups to the south and east for ceramics. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that was caulked with bitumen (asphaltum) and functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223) particularly at the mouths of large mainland coastal canyons and drainages with year-round water supplies (McLendon and Johnson 1999). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between AD 500 and European contact, which occurred as early as 1542, is divided into three regional patterns: Chumash/Canaliño (Santa Barbara and Ventura counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). The seemingly abrupt introduction of cremation, pottery, and small triangular arrow points in parts of modern-day Los Angeles, Orange, and western Riverside Counties at the beginning of the Late Prehistoric period is thought to be the result of a Takic migration to the coast from inland desert regions. Modern Gabrielino, Juaneño, and Luiseño people in this region are considered the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast in this period.

Ethnographic Overview

The Project site is in an area historically occupied by the Gabrielino (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Surrounding native groups included the Chumash and Tatataviam/Alliklik to the north, the Serrano to the east, and the Luiseño/Juaneño to the south. There is well-documented interaction between the Gabrielino and many of their neighbors in the form of intermarriage and trade.

The name "Gabrielino" (sometimes spelled Gabrieleno or Gabrieleño) denotes those people who were administered by the Spanish from Mission San Gabriel. In the post-European contact period, Mission San Gabriel included natives of the greater Los Angeles area, as well as members of surrounding groups such as Kitanemuk, Serrano, and Cahuilla. There is little evidence that the people we call Gabrielino had a broad term for their group (Dakin 1978:222); rather, they identified themselves as an inhabitant of a specific community with locational suffixes (e.g., a resident of Yaanga was called a Yabit, much the same way that a resident of New York is called a New Yorker; Johnston 1962:10). Native words suggested as labels for the broader group of Native Americans in the Los Angeles region include Tongva (or Tong-v; Merriam 1955:7–86) and Kizh (Kij or Kichereno; Heizer 1968:105), and many present-day descendants of these people have taken on their preferred group name. The term Gabrielino is used in the remainder of this report to designate native people of the Los Angeles Basin and their descendants.

The Gabrielino subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the people utilized resources in mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the Early Intermediate period). Inhabitants supplemented acorns with the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

The Gabrielino used a variety of tools and implements to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Gabrielino people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food

was consumed from a variety of vessels including soapstone bowls and Catalina Island steatite was used to carve ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Gabrielino religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and taught the people how to dance as a form of religious practice. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The origins of the Chinigchinich religion are somewhat unclear as it seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Remains were buried in distinct burial areas, either directly associated with villages or without apparent village association (Altschul et al. 2007). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wooden tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Dakin 1978:234–365; Johnston 1962:52–54; McCawley 1996:155–165).

Native American Communities in Los Angeles

Generally, all models of Native American communities in Southern California share the assumption that Native American groups in the region utilized a variety of habitats, harvesting resources as they were seasonally available throughout the region. These prehistoric subsistence and settlement patterns are generally believed to have remained the same until the first permanent Native American settlement was established at Mission San Gabriel (Douglass et al. 2016: 385).

The precise location of most Native American villages in the Los Angeles Basin is subject to much speculation, maps depicting villages throughout the greater Los Angeles area show these sites located along rivers or streams. Native American placenames referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location, rather in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features that were subject to change over generations (see Johnston 1962:122). Further complicating any efforts to pin-point the location of a village or settlement is the fact that many of the sites had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document their locations. By the time any such effort was made, Native American lifeways had been irrevocably changed and the former village sites were impacted by urban and agricultural development.

In some cases, Spanish-era rancho grants may have bounded Indian villages, and in others the Spanish ranchos adopted Native American placenames, such as *Kaweenga, Tujunga, Topanga,* and *Cucamonga.* Alternative names and spellings for communities, and conflicting reports on their meaning or locational reference further complicate efforts at determining the location of actual village sites. McCawley quotes Kroeber for his remarks on the difficulty of reliably locating former village sites, writing that “the opportunity to prepare a true map of village locations ‘passed away 50 years ago’” (Kroeber 1925:616 cited in McCawley 1996: 32). Thus, even with ethnographic, historical, and archaeological evidence, it

can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

The villages or placenames described in ethnographic literature that are nearest to the Project site include Guaspet/Waachnga, near the Ballona wetlands, and Kuruvunga to the east/southeast near Santa Monica, and Yaangna, Geveronga, and Maawnga to the east/northeast near downtown Los Angeles. The closest of these is Kuruvunga (also known as Kuruvunga Springs or Tongva Springs), near present-day University High School, which is 9.1 km (5.7 miles) west of the Project site (Figure A-6).

While the Project site is not in close proximity to any former Gabrielino communities identified in ethnographic sources or archaeological records, the natural asphaltum seep now referred to as the La Brea Tar Pits is known to have been an important resource for Native Americans. Human remains found at the La Brea Tar Pits site suggest it was known to Native Americans more than 10,000 years ago. The Project site is approximately 0.6 km (0.4 miles) from the La Brea Tar Pits. Also, south of the Project site, water features including perennial springs and small wetlands formed along tributaries of Ballona Creek (formerly the Los Angeles River) are known to have existed along the southeast-facing toeslopes of the Santa Monica Mountains and would have been frequented by Native Americans. Several unnamed Native American settlements have been documented as archaeological sites in the Las Cienegas area near the former wetlands, located approximately 4 km (2.5 miles) south of the Project site. Smaller habitation sites were not typically noted by early ethnographers and Spanish colonizers; therefore, the lack of explicit data pointing to a site in the area does not indicate a lack of Native American activity in the area. Captain Gaspar de Portolá's expedition across the Los Angeles Basin followed a route from nearby Gabrielino settlements to the asphaltum source (Seaman 1914).

Historic Overview

Post-contact history for the state of California is generally divided into three periods: the Spanish period (1769–1822), Mexican period (1822–1848), and American period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American period, when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabríllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1886:96–99; Gumprecht 2001:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the

Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring Southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula or "Our Lady the Queen of the Angels of the Porciúncula." Two years later, Fr. Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Engelhardt 1927). In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles ("the Pueblo of the Queen of the Angels"). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles ("City of Angels").

Mexican Period (1822–1848)

A major emphasis during the Spanish period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants.

Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

War in 1846 between Mexico and the United States began at the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. This battle was a defeat for the Americans and bolstered the Californios' resolve against American rule, emboldening them to continue the offensive in later battles at Dominguez Field and in San Gabriel (Beattie 1942). However, this early skirmish was not a sign of things to come and the Americans were ultimately the victors of this two-year war. The Mexican–American War officially ended with the Treaty of Guadalupe Hidalgo in 1848, which resulted in the annexation of California and much of the present-day southwest, ushering California into its American period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. territories. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848; with the influx of people seeking gold, cattle were no longer desired mainly for their hides, but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 1941).

On April 4, 1850, only two years after the Mexican–American War and five months prior to California's achieving statehood, Los Angeles was officially incorporated as an American city. Settlement of the Los Angeles region continued steadily throughout the Early American period. Los Angeles County was established on February 18, 1850, one of 27 counties established in the months prior to California's acquiring official statehood in the United States. At that time, the city was bordered on the north by the Los Felis and the San Rafael Land Grants and on the south by the San Antonio Luge Land Grant. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ranching retained its importance through the mid-nineteenth century, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, the county had a population of 30,000 (Dumke 1944:7). Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944). By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the city's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Los Angeles: From Pueblo to City

On September 4, 1781, 44 settlers from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site along the Rio de Porciúncula (later renamed the Los Angeles River), which was officially declared El Pueblo de Nuestra Señora de los Angeles de Porciúncula, or the Town of Our Lady of the Angels of Porciúncula (Robinson 1979:238; Ríos-Bustamante 1992; Weber 1980). The site chosen for the new pueblo was elevated on a broad terrace 0.8

km (0.5 mile) west of the river (Gumprecht 2001). By 1786, the area's abundant resources allowed the pueblo to attain self-sufficiency, and funding by the Spanish government ceased.

Efforts to develop ecclesiastical property in the pueblo began as early as 1784 with the construction of a small chapel northwest of the plaza. Though little is known about this building, it was located at the pueblo's original central square near the corner of present-day Cesar Chavez Avenue and North Broadway (Newcomb 1980:67–68; Owen 1960:7). Following continued flooding, however, the pueblo was relocated to its current location on higher ground, and the new town plaza soon emerged.

Alta California became a state in 1821, and the town slowly grew as the removal of economic restrictions attracted settlers to Los Angeles. The population continued to expand throughout the Mexican period and on April 4, 1850, only 2 years after the Mexican–American War and 5 months prior to California earning statehood, the city of Los Angeles was formally incorporated. Los Angeles maintained its role as a regional business center in the early American period and the transition of many former rancho lands to agriculture, as well as the development of citriculture in the late 1800s, further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977; Dumke 1944).

Newcomers poured into the city, nearly doubling the population between 1870 and 1880, resulting in an increased demand for public transportation options. As the city neared the end of the nineteenth century, numerous privately owned passenger rail lines were in place. Though early lines were horse and mule drawn, they were soon replaced by cable cars in the early 1880s, and by electric cars in the late 1880s and early 1890s. Many of these early lines were subsequently consolidated into Henry E. Huntington's Los Angeles Railway Company (LARy) in 1898, which reconstructed and expanded the system into the twentieth century and became the main streetcar system for central Los Angeles, identified by their iconic "yellow cars." During this period, Huntington also developed the much larger Pacific Electric system (also known as the "red cars") to serve the greater Los Angeles area. Just as the horse-and-buggy street cars were replaced by electric cars along the same routes, gas-powered buses (coaches) eventually served former yellow car routes. Both the red cars and LARy served Los Angeles until they were eventually discontinued in the early 1960s.

Los Angeles continued to grow outward from the city core in the twentieth century in part due to the discovery of oil and its strategic location as a wartime port. The military presence led to the growth in the aviation and eventually aerospace industries in the city and region. Hollywood became the entertainment capital of the world through the presence of the film and television industries and continues to tenuously maintain that position. With nearly 4 million residents, Los Angeles is the second largest city in the United States (by population), and it remains a city with worldwide influence that continues to struggle with its population's growth and needs.

HISTORICAL DEVELOPMENT OF THE PROJECT SITE

The Project site was in an area generally perceived as a great expanse between the western city limits of Los Angeles and the small beachside community of Santa Monica. During the nineteenth century there were very few landmarks between the agricultural fields and grazing lands that lay beyond the city boundary and the Pacific Ocean. In his memoir, merchant Harris Newmark describes the surroundings in 1854 as "one huge field, practically unimproved and undeveloped" extending from Spring Street to the coast (Newmark 1930:112). During the earlier division of Spanish holdings into land grants, a vast public space separated the La Brea and Las Cienegas Ranchos to the west and the city of Los Angeles to the east.

The Project site had been a part of the Rancho de las Aguas (Figure A-7 and Figure A-8)—a Mexican-period land grant awarded to Maria Rita Quinteros Valdez de Villa in the 1840s and sold to Henry Hancock and Benjamin Wilson in the 1850s. Hancock and Wilson soon subdivided and sold the properties during the latter half of the nineteenth century (Figure A-9). No specific land uses were identified within the Project site during this time, although it is likely that the unpopulated and undeveloped area that characterized most of the rancho boundary was used as pasture for cattle and sheep grazing.

North of the Project site, the Salt Lake Oil Field had been established in the first decade of the twentieth century. The discovery well drilled in 1902, although exploration had begun the decade prior after dairy farmer Arthur Gilmore had noted the presence of oil seeps on his land. Intensive development proceeded in the subsequent decades, but the areas south of the field, including the Project site, were still largely undeveloped and characterized by relatively large open parcels (Figure A-10).

By at least 1920 the Project site was situated within a grain field opposite a large parcel operated as the Chaplin Airdrome, later the Rogers Airfield. The Project site is visible in aerial photos from the early 1920s, which show that the fields were occasionally plowed (Figure A-11 through Figure A-13). The Project site became part of the City of Los Angeles in 1923 when the City annexed an area known as the Carthay Addition. Several of the surrounding areas were also annexed around the same time in the early to mid-1920s. Development of the area consisted almost exclusively of residential single-family homes, though much of the land along Fairfax Avenue was left vacant. By 1924, the former agricultural field was fully subdivided into residential and commercial properties and the street grid was expanded into the present-day configuration (Figure A-14 through Figure A-16). The Project site then appears to have remained a vacant lot until it was developed with the extant apartment building in 1951 (Figure A-17 and Figure A-18).

RESULTS

CHRIS Records Search

Previously Conducted Studies

Results of the records search at the SCCIC indicate that 36 cultural resource studies have been conducted within 0.8 km (0.5 mile) of the Project site (Table 2). Of these, 15 explicitly address archaeological resources, whereas two are focused on historic architecture, six were conducted as a literature search and/or management and planning reports, three were monitoring reports, and ten were general research or overview studies conducted for the region. None of the studies were conducted specifically within the Project site; however, several studies have been conducted in surrounding areas. These include four studies (LA-1932, LA-02881, LA-07368, and LA-06444) conducted between 1988 and 2003 in association with the Park La Brea development to the east, and two studies (LA-01939 and LA-02763) conducted between 1988 and 1990 to the north as environmental reviews for the Farmer's Market and Grove commercial properties.

Table 1. Previously Conducted Cultural Resource Studies within 0.8 km (0.5 miles) of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-01578	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report	Archaeological, field study	Anonymous (Westec Services, Inc.)	1983	Outside
LA-01932	Park La Brea EIR No. 88-347-2c (GPA) State Clearinghouse No. 88080307	Archaeological, field study	Anonymous (Michael Brandman Associates)	1989	Outside
LA-01968	Cultural Resources Literature Review of Metro Rail Red Line Western Extension Alternatives, Los, Angeles, Los Angeles County, California	Literature search	Bissell, Ronald M. (RMW Paleo Associates, Inc.)	1989	Outside
LA-02331	The La Brea Cogged Stone	Other research	Salls, Roy A.	1978	Outside
LA-02360	The La Brea Atlatl Foreshafts: Inferences for the Millingstone Horizon	Other research	Salls, Roy A.	1986	Outside
LA-02737	Chapter 19 the Shien'kan Site:	Other research	Farnsworth, Laurie Wilkie, Janet Kipling, and Roy A. Salls	1986	Outside
LA-02881	Park La Brea Supplemental Draft EIR No. 88-347-zc (gpa)(sub)(cub) State Clearinghouse No. 88080307	Management-planning	Anonymous	1991	Outside
LA-03465	Epic Discoveries I Made at La Brea	Other research	Gipsman, Jacob (UCLA Department of Anthropology)	1973	Outside
LA-03466	A Delineation of My Experiences at Rancho La Brea	Other research	Frost, David (UCLA Department of Anthropology)	1973	Outside
LA-03467	Epic Discoveries I Made at La Brea	Other research	Gordon, Marlene (UCLA Department of Anthropology)	1973	Outside
LA-03468	The Ranch La Brea Project	Other research	Gilden, Eugene R. (UCLA Department of Anthropology)	1973	Outside
LA-03471	Monitoring of Median Improvements, Wilshire Boulevard from Fairfax Avenue to La Brea Avenue	Monitoring	Turner, Robin, Mark Selverston, and Roberta S. Greenwood (Greenwood and Associates)	1996	Outside
LA-03496	Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments	Management-planning	Anonymous	No date	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.8 km (0.5 miles) of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-03501	Archaeological Record Search and Impact Evaluation for the Los Angeles Wastewater Program Management (NOS-NCOS) Project Los Angeles, California	Literature search, management-planning	Dillon, Brian D.	1990	Outside
LA-03760	Historic Property Survey Carrillo Drive and Crescent Heights Boulevard - Commodore Sloat Drive to First Alley South of Olympic Boulevard	Other research	Anonymous (Department of Public Works)	1976	Outside
LA-04518	The Miracle Mile of Wilshire Boulevard	Architectural-historical	Rockey, David (The Archaeology of Los Angeles)	1999	Outside
LA-04557	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 652-04, in the County of Los Angeles, California	Archaeological, field study	Duke, Curt (LSA Associates, Inc.)	1999	Outside
LA-05072	Cultural Resource Assessment for AT&T Wireless Services Facility Number R307.1 County of Los Angeles, Ca	Archaeological, field study	Duke, Curt (LSA Associates, Inc.)	2000	Outside
LA-07178	Report on Cultural Resources Mitigation and Monitoring Activities Fluor/level (3) Los Angeles Local Loops	Excavation, monitoring	Unknown (William Self Associates)	2001	Outside
LA-07562	Additional Information for DSEIS, Core Study Alignments 1, 2, 3, 4, and 5	Architectural-historical, evaluation, literature search	Greenwood, Roberta S. (Greenwood and Associates)	1987	Outside
LA-07565	Technical Report Archaeology Los Angeles Rail Rapid Transit Project "Metro Rail" Core Study, Candidate Alignments 1 to 5	Management-planning	Unknown (Greenwood and Associates)	1987	Outside
LA-07566	Technical Report DSEIS, Core Study Alignments 1, 2, 3, 4, and 5	Archaeological, architectural-historical, other research	Hatheway, Roger G. and Peter, Kevin J. (Greenwood and Associates)	1987	Outside
LA-08020	Technical Report: Cultural Resources Los Angeles Rail Rapid Transit Project "metro Rail" Core Study	Architectural-historical, evaluation	Anonymous (Southern California Rapid Transit District)	1987	Outside
LA-09226	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11560A (Wilshire Medical RT), 6221 Wilshire Boulevard, Los Angeles, Los Angeles County, California	Archaeological, field study	Bonner, Wayne H. (Michael Brandman Associates)	2007	Outside
LA-10507	Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report	Archaeological, evaluation, field study, other research	Anonymous (Westec Services, Inc.)	1983	Outside
LA-11005	Westside Subway Extension Historic Property Survey Report and Cultural Resources Technical Report	Other research	Unknown, Mr./Mrs. (Cogstone)	2010	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.8 km (0.5 miles) of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-11207	Cultural Resource Records Search and Site Survey Clearwire Wireless Site CA-LOS4777A, Rodeo De Las Aquas, 6310 San Vicente Blvd , Los Angeles County, California 90048	Other research	Loftus, Shannon (ACE Environmental)	2010	Outside
LA-11642	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Archaeological, field study, other research	Daly, Pam and Sikes, Nancy (Cogstone)	2012	Outside
LA-11732	Natural Scientific Landmark Program National Park Service department of Interior, Rancho La Brea Tar Pits-Hancock Park California	Archaeological, field study	Sly, William (LA County Museum of Natural History)	2001	Outside
LA-11785	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	Management-planning	Rogers, Leslie (U.S. Department of Transportation Federal Transit Admin. & LA County Metro Transit Authority)	2002	Outside
LA-11946	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11698A (Emack Building), 6330 San Vicente Boulevard, Los Angeles, Los Angeles County, California	Archaeological, field study	Bonner, Wayne (MBA)	2002	Outside
LA-12048	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00652A (LA652 Gussman), 6001 West Olympic Boulevard, Los Angeles, Los Angeles County, California	Archaeological, field study	Bonner, Wayne (MBA)	2001	Outside
LA-12049	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Cadidiate SV11560A (Wilshire Medical RT), 6221 Wilshire Boulevard, Los Angeles, Los Angeles County, California	Archaeological, architectural-historical, evaluation, field study	Bonner, Wayne (MBA)	2003	Outside
LA-12404	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate LAR307 (La Brea Tar Pits/Wilshire Boulevard) 5820 Wilshire Boulevard, Los Angeles, Los Angeles County, California. CASPR No 3551015303	Archaeological, architectural-historical, evaluation, field study	Bonner, Wayne and Crawford, Kathleen (EAS)	2003	Outside
LA-13265	Cultural and Paleontological Resources Technical Report for the New LACMA Building Project, Los Angeles, California.	Archaeological, architectural-historical, field study, monitoring	Solis, Laurie and Joe Stewart (AECOM)	2003	Outside
LA-13265	Archaeological and Paleontological Monitoring Report of Geotechnical Boring Investigations for the LACMA New Building, Los Angeles, California	Monitoring	Solis, Laurie (AECOM)	2003	Outside

Previously Recorded Cultural Resources

The CHRIS records search identified a total of 12 previously documented cultural resources within a 0.8-km (0.5-mile) radius of the Project site (Table 2). Eight of the resources are buildings, one is a Historic-period archaeological site (P-19-001261H), one is designated as a Historic-period (non-archaeological) site (Hancock Park; P-19-171007), one is a historic district, and one is an archaeological site with Historic- and Prehistoric-period components (P-19-000159; La Brea Tar Pits).

Table 2. Previously recorded resources within 0.8 km (0.5 miles) of the Project Site

Primary No.	Trinomial	Name(s) or Designations	Time Period	Resource Type	Recording Year (Name, Affiliation)	Relationship to Project Site
P-19-000159	CA-LAN-159/H	La Brea Tar Pits	Prehistoric, Historic	Site	1949 (R.F. Heizer)	Outside
P-19-001261	CA-LAN-1261H	Shen-En-Kan	Historic	Site	1986 (Roy Salls, UCLA)	Outside
P-19-150446	--	South Carthay District	Historic	District	1995 (C. McAvoy, Historic Resources Group)	Outside
P-19-171006	--	Prudential Square	Historic	Building	1982 (T. Jaques & N. Michali, Westec Services)	Outside
P-19-171007	--	Hancock Park	Historic	Site	1982 (T. Jaques & N. Michali, Westec Services)	Outside
P-19-171010	--	Office Structure	Historic	Building	1982 (T. Jaques & N. Michali, Westec Services)	Outside
P-19-173051	--	May Company Wilshire, Los Angeles County Museum of Art West	Historic	Building	1982 (Jacques, Terri, Westec Services)	Outside
P-19-175295	--	Carthay Center	Historic	Building	2010	Outside
P-19-189263	--	Johnie's Coffee Shop Restaurant	Historic	Building	2011 (Pamela Daly, Cogstone)	Outside
P-19-190068	--	Wilshire Medical Center Building	Historic	Building	1996 (C. McAvoy, HRG)	Outside
P-19-190069	--	Gussman Meat Company	Historic	Building	2010	Outside
P-19-190269	--	Emak Building	Historic	Building	2007 (K. Crawford, Crawford Historic Services)	Outside

Site P-19-000159 is a prehistoric archaeological site consisting of human remains, wooden artifacts, a stone "cog," a mano, shell beads, and various floral and faunal remains, including those of extinct mammals as well as a domesticated dog (unassociated with the human remains). The material was recovered within asphalt seeps of the La Brea Tar Pits. Originally identified in 1914, the human remains recovered from the site are now commonly referred to as those of the La Brea Woman. Since Heizer's first formal recordation of the site in 1949, various studies have been conducted with the purpose of dating the bone, most recently by Fuller et al. (2016). Fuller and his colleagues dated the remains to 9,080 ± 15 radiocarbon years before present (10,200-10,250 calibrated years before present). The age of the remains are generally consistent relative dates based on the shell beads and some of the extinct fauna found in association. A trash pit containing Historic-period archaeological remains were also recovered from an adjacent location in the tar pits and documented as a separate site (P-19-001261). Hancock Park

and the La Brea Tar Pits are also individually recorded as a historical place (P-19-171007), the boundary of which overlaps the two archaeological sites previously discussed. All three of these resources are located between 0.33 and 0.80 km (0.2 and 0.5 miles) to the northeast of the Project site.

SENSITIVITY ASSESSMENT

A CHRIS records search and archival research identified 12 previously recorded resources within a 0.8-km (0.5-mile) radius of the Project site. None of the resources were located within the Project site. Resources identified in the 0.8-km (0.5-mile) radius include two sites with archaeological components: P-19-000159 and P-19-001261. P-19-000159 includes Native American human remains, commonly known as the La Brea Woman, recovered in 1915 from asphalt seeps in the La Brea Tar Pits, located 0.5 km (0.3 miles) to the northeast of the Project site. P-19-001261 is a Historic-period refuse pit identified near the prehistoric site in the La Brea Tar Pits. The nearest named Native American villages and settlements described in ethnographic sources are all located between 9.1 and 12 km (5.7 and 7.5 miles) of the Project site. Other unnamed Native American settlements have been documented 4 km (2.5 miles) south of the Project site along the former course of the Los Angeles River (now Ballona Creek) and several wetland features that once existed in the Las Cienegas area. These also likely served as important perennial water sources. The La Brea Tar Pits served as an important source of asphaltum for Native Americans dating back at least 10,000 years. Other water features including perennial springs are known to have existed across the Los Angeles Basin and along the southeast-facing toeslopes of the Santa Monica Mountains, which would have been frequented by Native Americans. The nearest such spring identified in historical maps was located 1.4 km (0.9 miles) to the north. Late nineteenth century and early twentieth century topographic maps show several small southwest-flowing streams once located approximately 0.8 km (0.5 miles) to the north, south, and west of the Project site. These streams appear to have been intermittent or ephemeral and only contained water for short periods of time during the wet season. The relative proximity to these natural resources, especially the asphaltum source, suggests an increased level of sensitivity for prehistoric archaeological resources, specifically remains from a temporary open camp identified by the presence of flaked stone tools, tool-making debris, stone milling tools, shell, fire-altered rock, and sediment discoloration or carbonization.

During the eighteenth century, the Project site remained an undeveloped open space within the eastern portion of Rancho de las Aguas—a Mexican land grant—which was possibly used as pasture for cattle and sheep grazing. By the early twentieth century, the Project site was located on the west end of a grain field (most likely wheat or barley). Aerial photos taken in the early 1920s indicate that the field was seasonally plowed. The present-day street grid in this area was established by 1924 as part of the expanding commercial and residential developments centered on Wilshire Boulevard, but the Project site remained a vacant lot until 1951 when the extant apartment building was constructed. Given the sparse use during the Spanish, Mexican, and early American periods, it is very unlikely that substantial material remains ever existed within the Project site. During the 30-year period from about 1920 to 1951 when the Project site remained a vacant lot, it is possible that individual pieces of refuse could have been discarded and become buried, which slightly increases the archaeological sensitivity, specifically food and beverage waste, and personal items.

The archaeological preservation conditions within the Project site are poor. The development of the agricultural field in the early twentieth century and subsequent residential development in 1951 would have disturbed surface or near-surface archaeological deposits that may have once been present. Sediment profiles taken from boring samples in the Project site indicate at least 2 feet of artificial fill on top of naturally deposited alluvial sediments. Artifacts or features associated Native American activities can remain preserved below surface disturbances, but given the lack of evidence suggesting concentrated activity within the Project site, it is unlikely that any such archaeological deposits exist either intermixed

with the artificial fill or within the underlying alluvial sediments. For these reasons, SWCA finds the Project site has low sensitivity for prehistoric archaeological resources.

The artificial fill identified within geotechnical borings extends approximately 2 feet below the surface and appears to have been created during the construction of the extant residential property in 1951. The stratum of artificial fill represents the area in which any Historic-period archaeological resources have any potential to occur within the Project site, the most likely type of which are individual pieces of refuse deposited between 1920 and 1950. However, the substantial nature of the disturbance from the development of the property significantly reduces the likelihood that any such archaeological resources have been preserved. For these reasons, SWCA finds the Project site has low sensitivity for containing Historic-period (non-Native American) archaeological resources.

CONCLUSION

No previously recorded archaeological resources have been identified within the Project site. The depth of excavation for the Project is approximately 4.3 m (14 feet) below the surface within the Project site, which would require excavation of the underlying alluvial sediments and removal of the overlying artificial fill. The potential for unidentified archaeological resources within the Project site was assessed based on available evidence and is found to be low; however, the precise location of an archaeological resource is unpredictable by nature and the potential for an unidentified archaeological resource within the Project site cannot be completely ruled out. CEQA Guidelines Section 15064.5(f) addresses provisions a lead agency should make regarding accidental discovery of historical or unique archaeological resources during construction. Accordingly, SWCA recommends incorporating the following mitigation measure to ensure that any potentially significant impacts to archaeological resources inadvertently discovered during demolition, excavation, grading, or other ground-disturbing activities associated with the Project are avoided or reduced to less-than-significant levels:

MM-CUL-1 **Inadvertent Discovery of Archaeological Resources:** 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 State regulations and guidelines, including those set forth in CEQA Guidelines 15064.5(f). A qualified archaeologist is defined as one who meets the Secretary of the Interior Professional Qualification Standards in Archeology. Personnel of the proposed 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 State regulations and guidelines, including those set forth in CEQA Guidelines Section 15126.4 and California PRC Section 21083.2. If the discovery proves significant under CEQA (Section 15064.5; PRC 21083.2), additional work such as testing or data recovery may be warranted. Should any Native American artifacts be encountered, additional consultation with NAHC-listed tribal groups should be conducted immediately.

Construction at the Project site would adhere to applicable regulatory compliance that apply to the inadvertent discovery of human remains. SWCA recommends incorporating the following regulatory measures to ensure that if any archaeological resources or human remains are found during demolition, excavation, grading, or other ground-disturbing activities associated with the Project, they will be handled in compliance with State law such that any potential impacts would be reduced to less-than-significant levels:

RCM-CUL-1 **Inadvertent Discovery of Human Remains:** If human remains are encountered unexpectedly during construction demolition and/or grading activities, Section 7050.5 of the California Health and Safety Code (CHSC) requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC 5097.98. Remains suspected to be Native American are treated under CEQA at CCR 15064.5; PRC 5097.98 defines the process to be followed if remains are discovered. If human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 am to 5 pm Monday through Friday) or
  323-343-0714 (After hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC.
- The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

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APPENDIX A

Report Figures

Figure A-1. Project vicinity map.

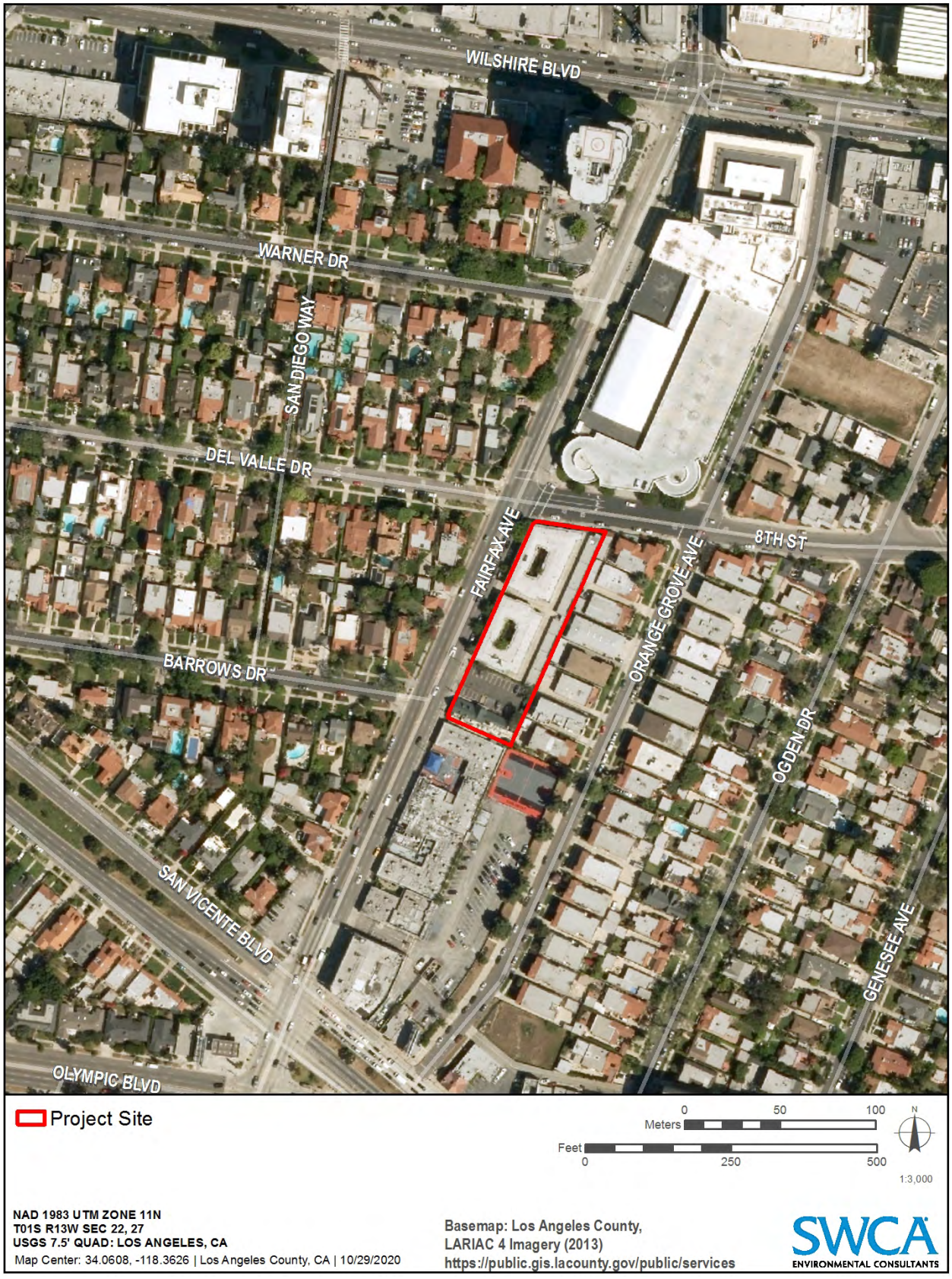

Figure A-2. Project site plotted on a 2013 aerial photo.

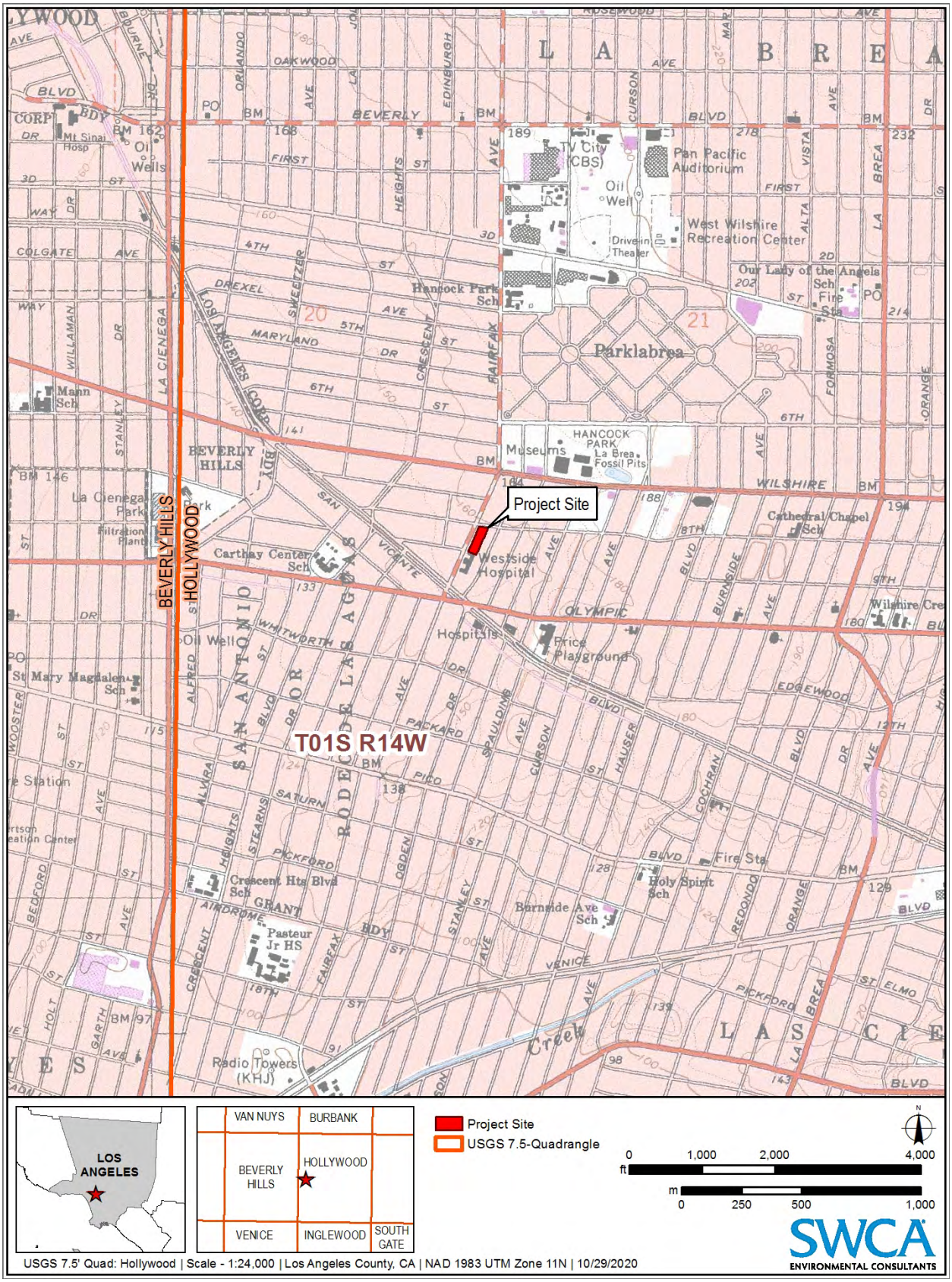

Figure A-3. Project location map, USGS Hollywood, California, 7.5-minute quadrangle.

Figure A-4. Project site plotted on an 1894 USGS topographic map.

Figure A-5. Project site plotted on an 1888 irrigation map showing natural and artificial water sources (Hall 1888).

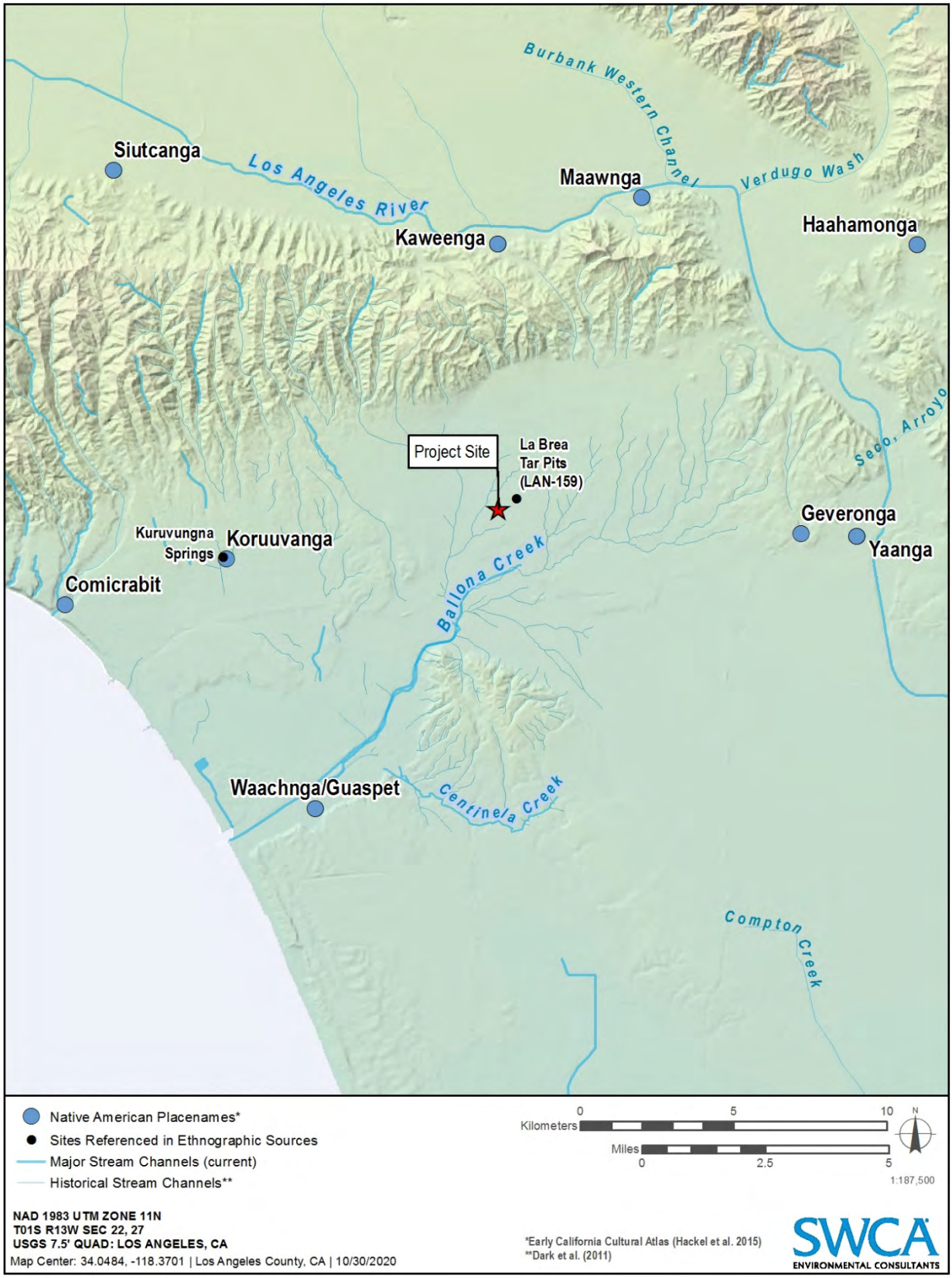

Figure A-6. Native American village sites, placenames, and sites described in ethnographic literature.

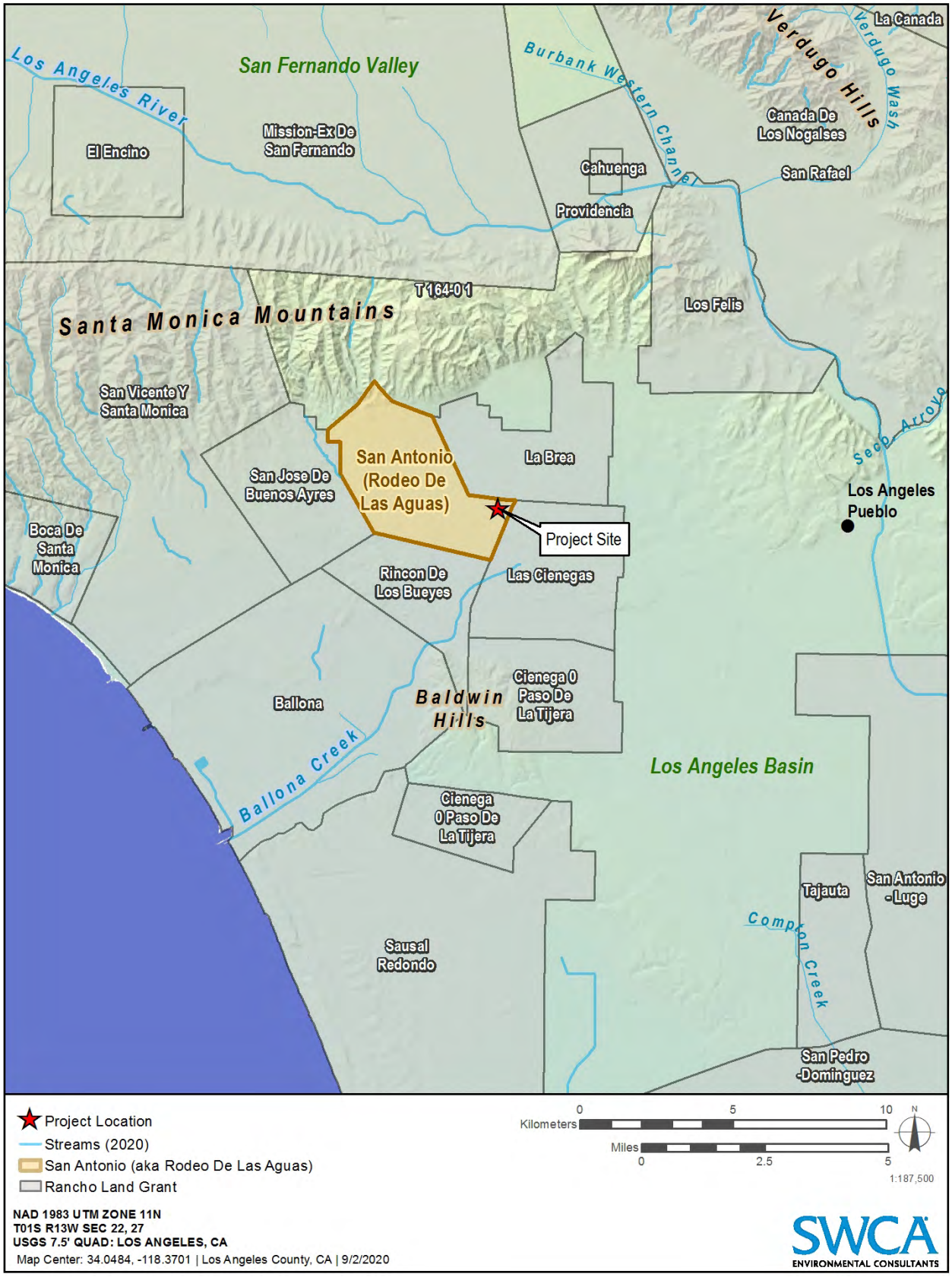

Figure A-7. Spanish and Mexican-era rancho boundaries.

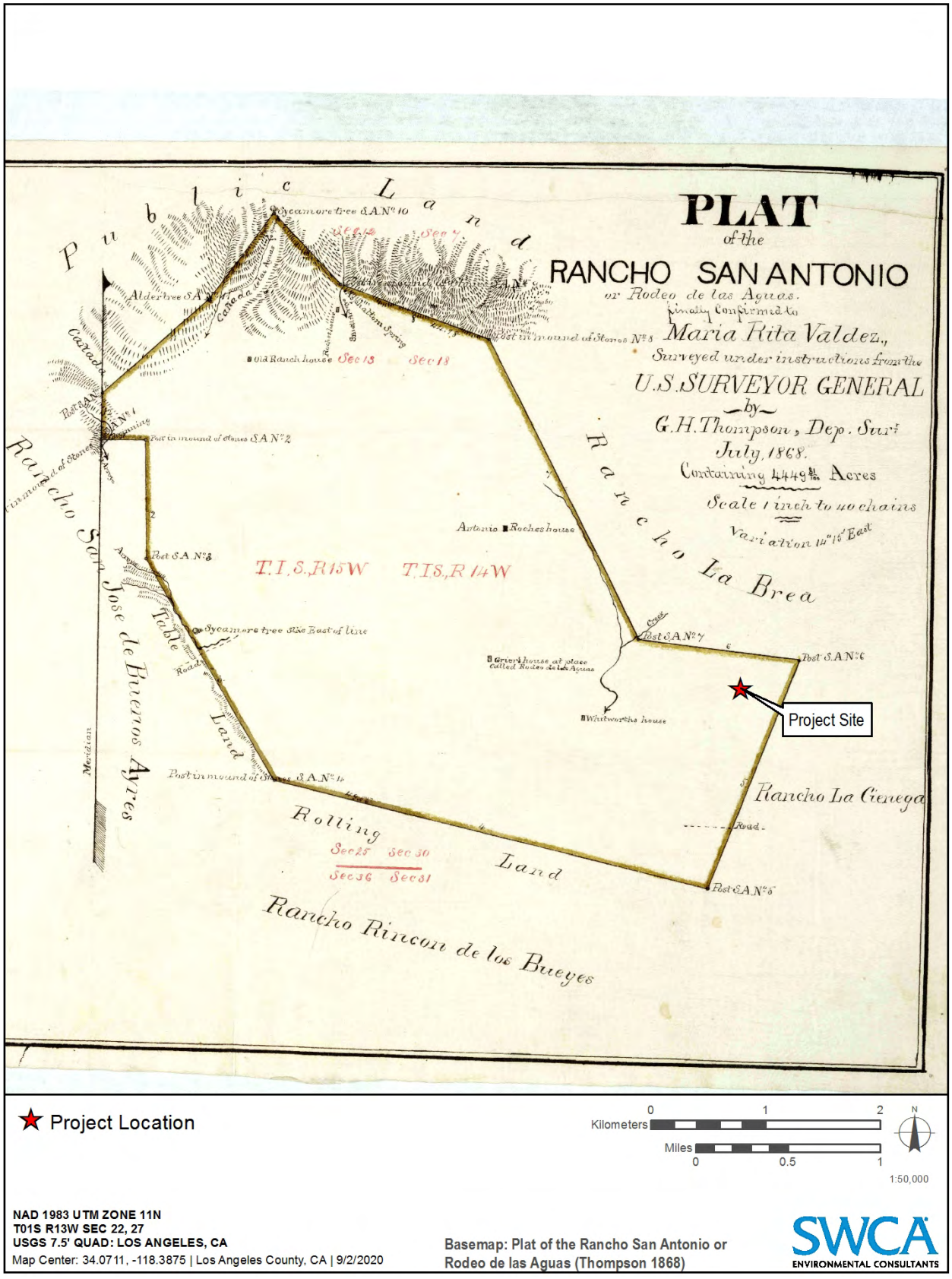

Figure A-8. Project site plotted on an 1868 plat map of Rancho San Antonio.

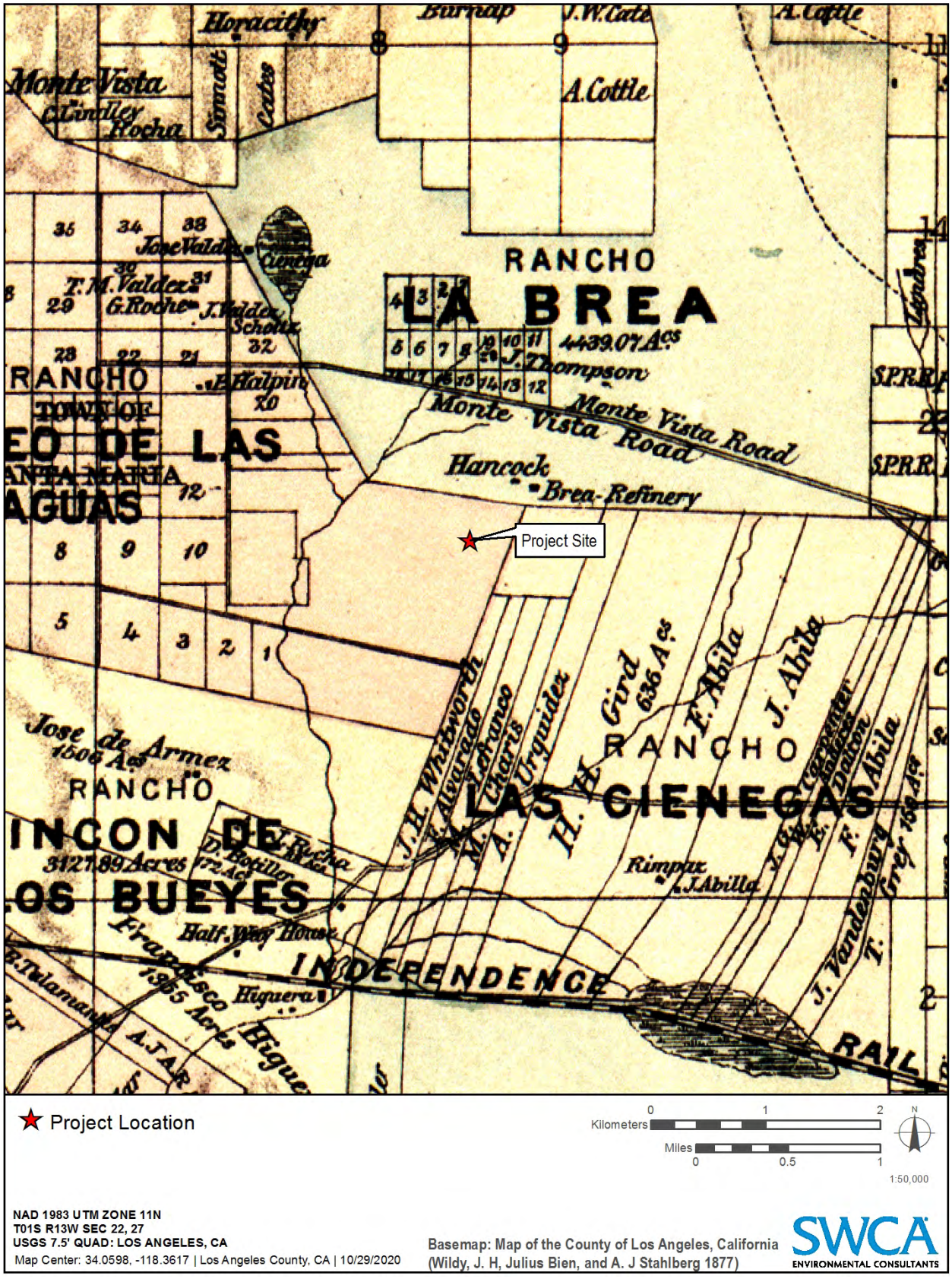

Figure A-9. Project site plotted on an 1877 plat map of Los Angeles County.

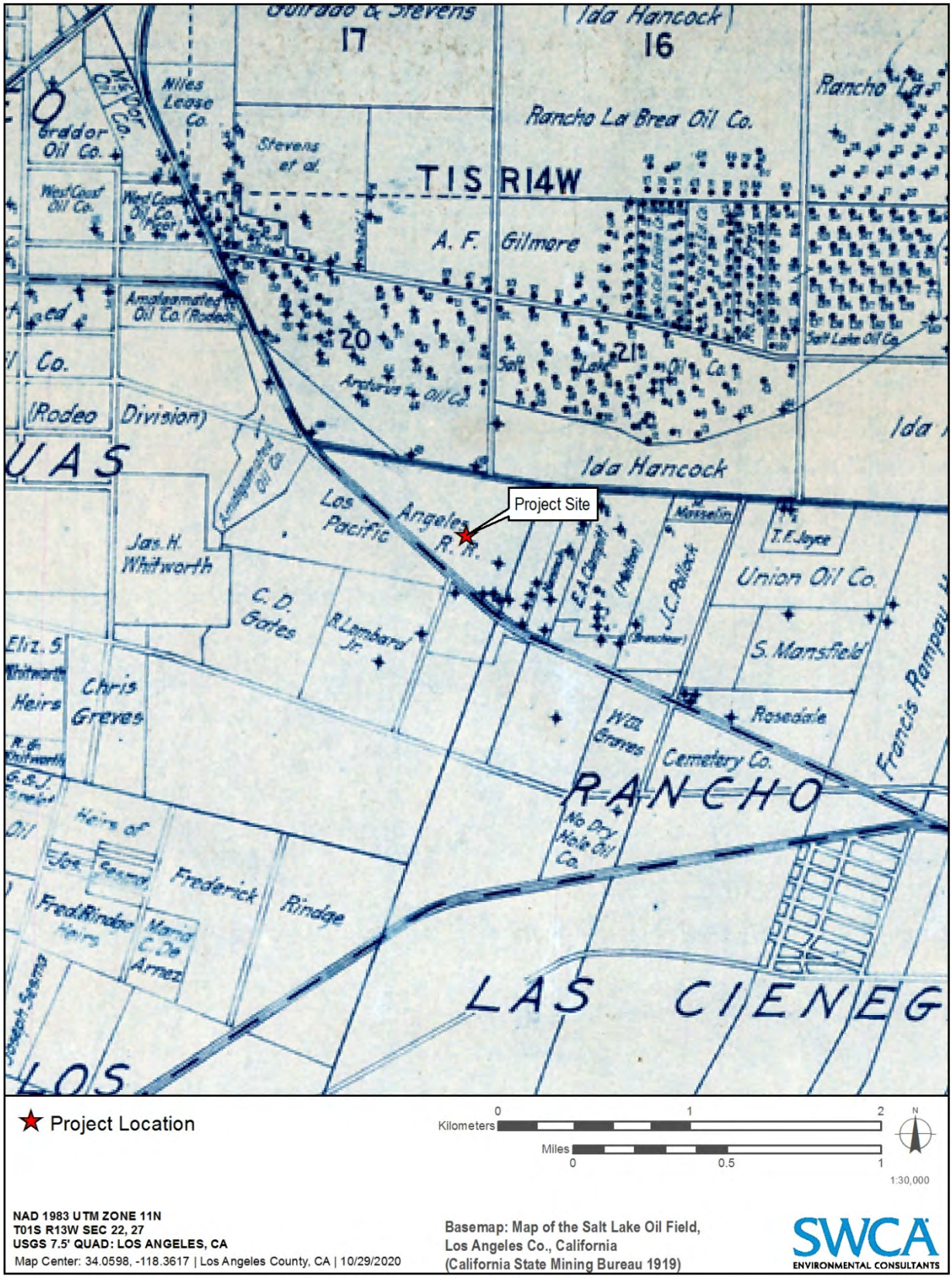

Figure A-10. Project site plotted on a 1919 map of the Salt Lake Oil Field showing parcel owners and well locations.

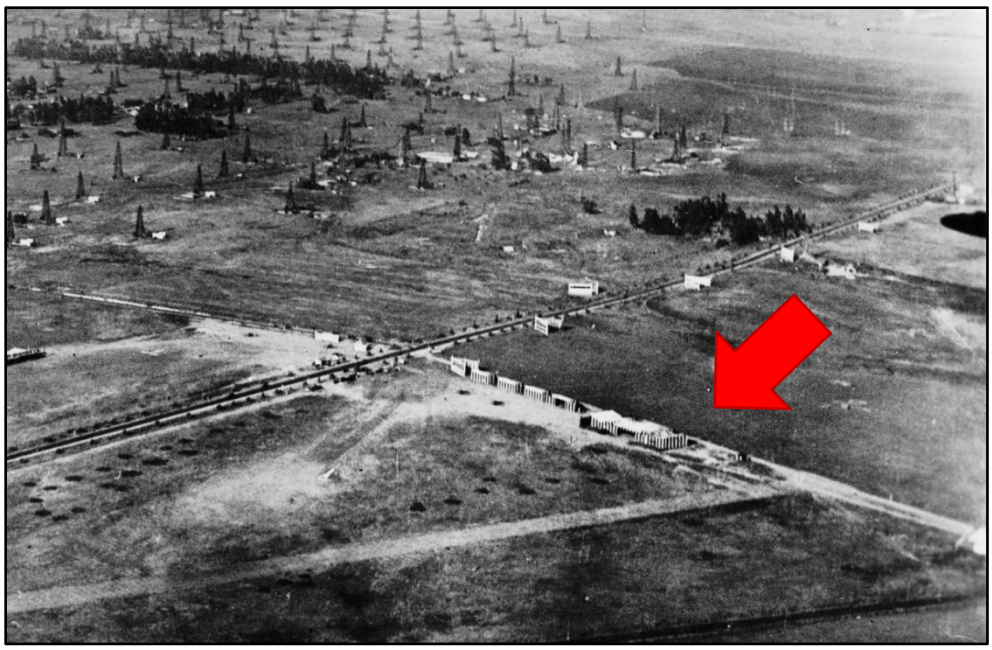

Figure A-11. Oblique-angle aerial photo, ca. 1920. The view is facing northeast and shows the intersection of Wilshire Boulevard and Fairfax Avenue (center), the Chaplin Airdrome (foreground, left) and the Salt Lake Oil Field (background). The Project site (red arrow) is within the former agricultural field located east of the airfield.

Figure A-12. Oblique-angle aerial photo, ca. 1920. The view is facing east and shows the intersection of Wilshire Boulevard and Fairfax Avenue (left), San Vicente Boulevard (right), and the Chaplin Airdrome (foreground). The Project site (red arrow) is within the former agricultural field located east of the airfield.

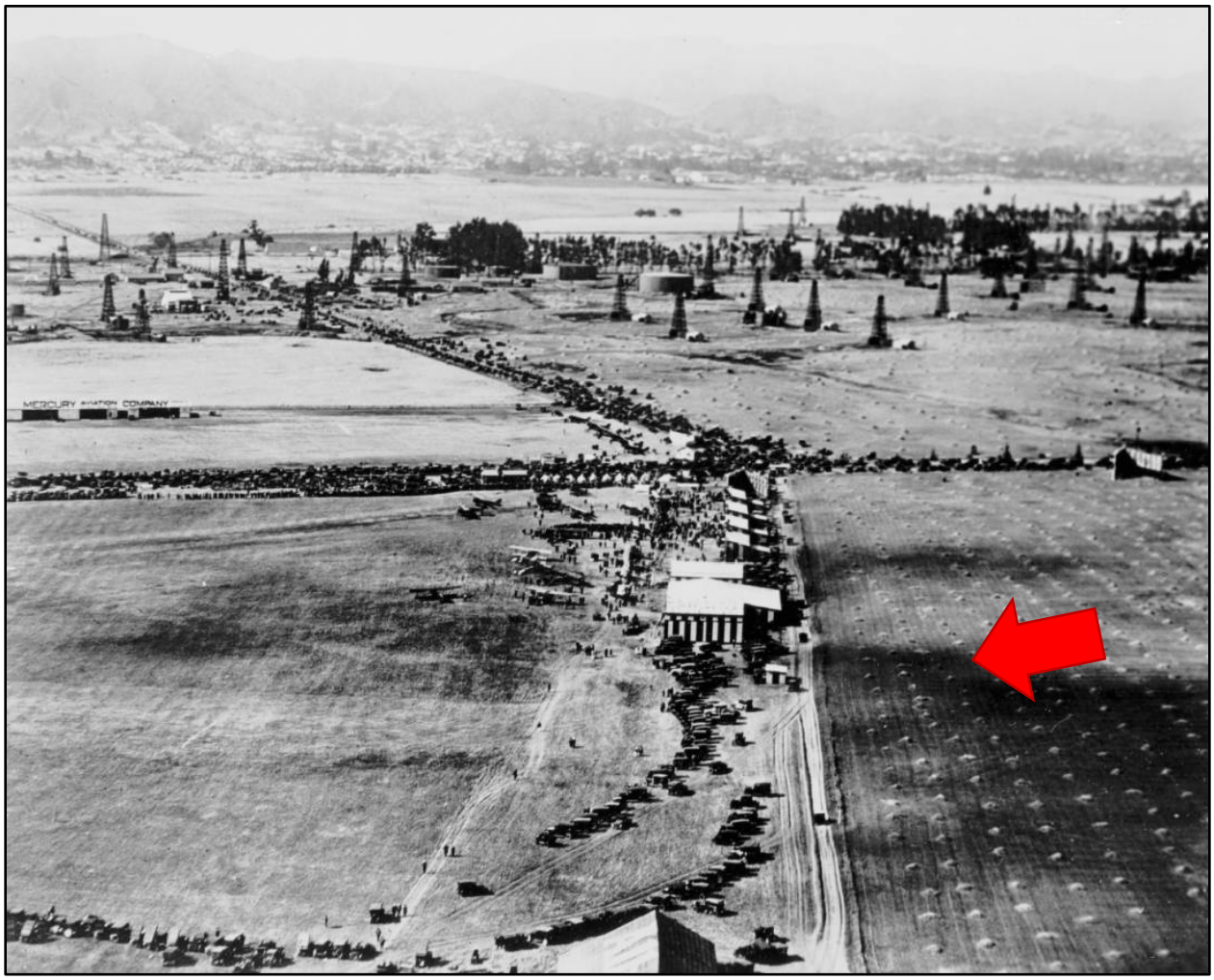

Figure A-13. Oblique-angle aerial photo, 1920. The view is facing north and shows the intersection of Wilshire Boulevard and Fairfax Avenue (center). The photo was taken during an air show at the Chaplin Airdrome (foreground) and the De Mille Field #2 (upper left opposite Wilshire Boulevard). The north end of the Project site (red arrow) is within the former agricultural field that can be seen here with scattered with straw bales, most likely wheat or barely.

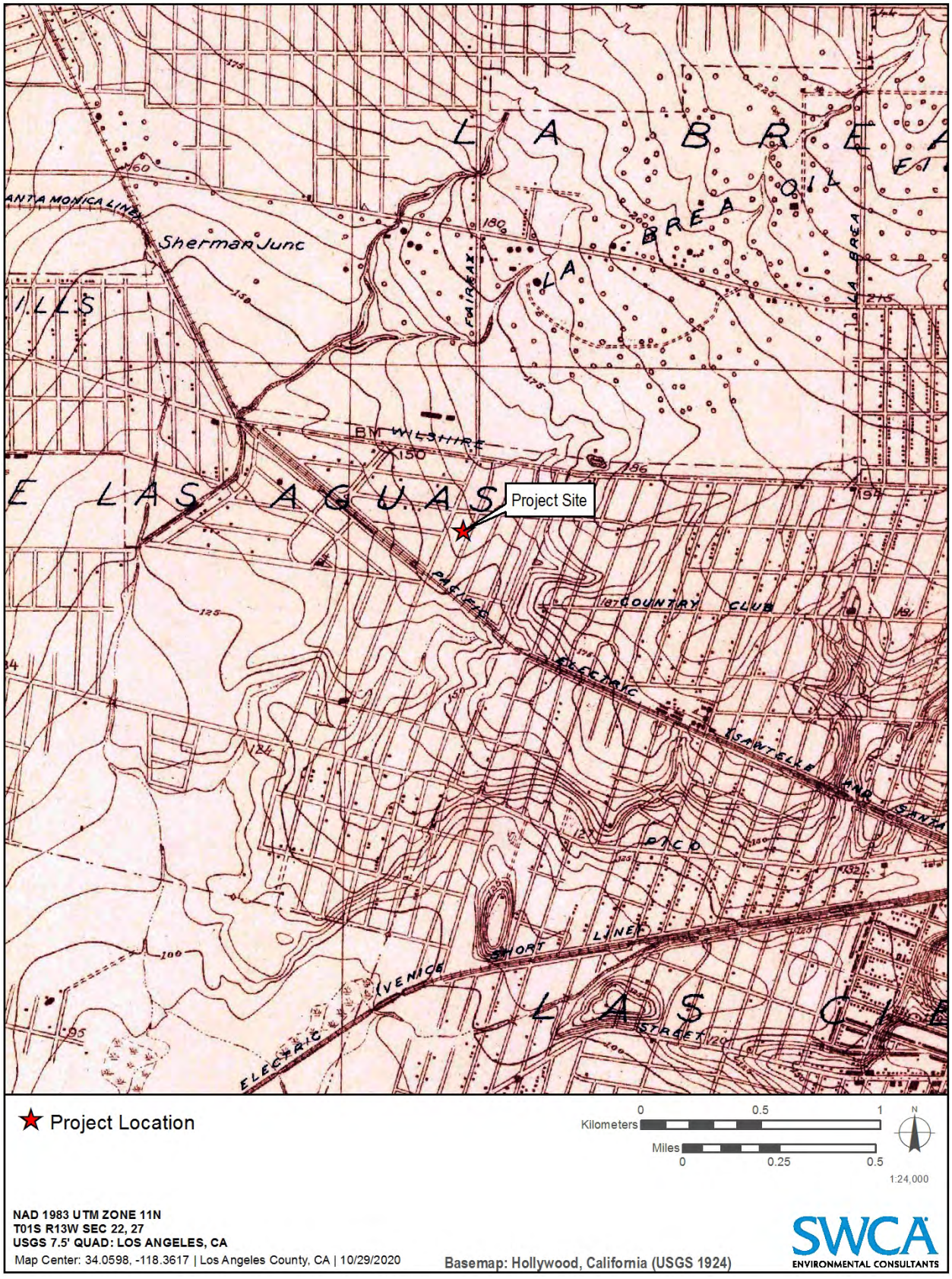

Figure A-14. Project site plotted on a 1924 USGS quadrangle.

Figure A-15. Project site plotted on a 1927 aerial photo, labeled with present-day street names.

Figure A-16. Oblique-angle aerial photo, 1926. The view is facing northeast and shows the intersection of Wilshire Boulevard and San Vicente (left center). The residential developments and extension of the street grid in the areas surrounding the Project site (red arrow) have been completed. Oil derricks in the Salt Lake Oil Field are visible on the left.

Figure A-17. Project site plotted on a 1952 aerial photo, labeled with present-day street names.

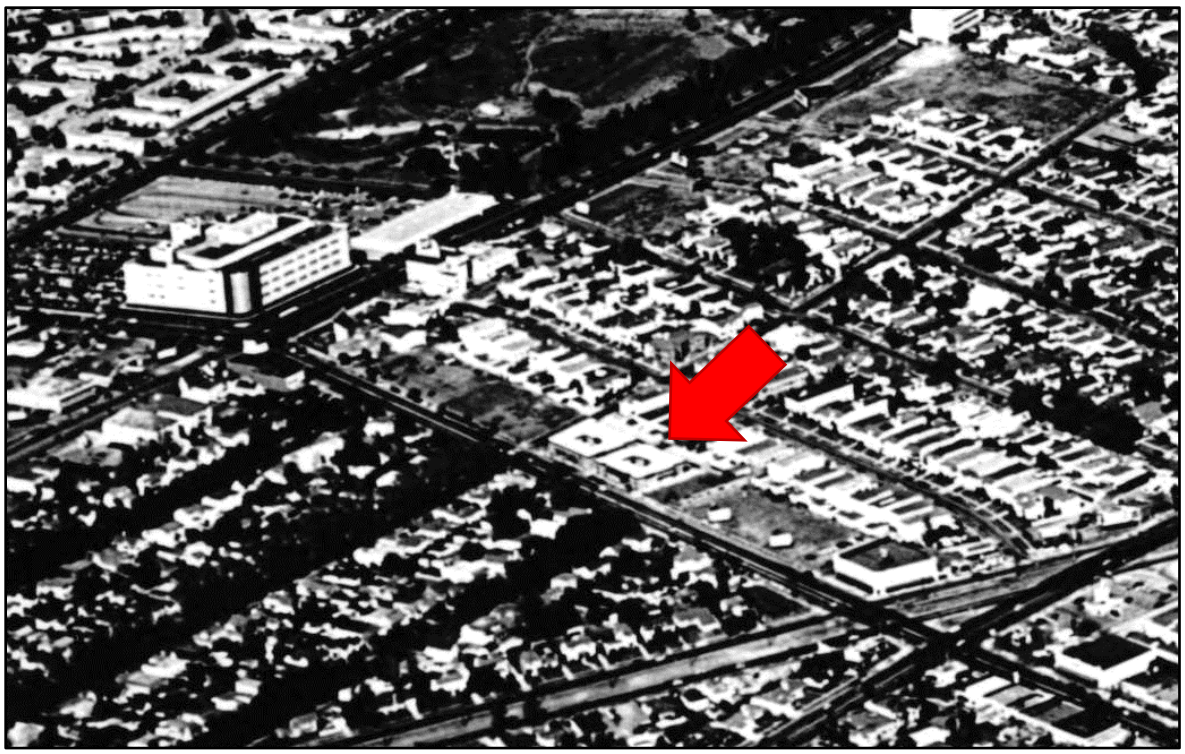

Figure A-18. Oblique-angle aerial photo facing north, 1952. The apartment buildings currently occupying the Project site are visible (red arrow).

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Appendix D-1

Geotechnical Engineering Investigation

REPORT OF

GEOTECHNICAL INVESTIGATION

PROPOSED MIX-USE BUILDING PROJECT

LOT LT B; ARB.1 AND LOT LT B; ARB. 2 OF TRACT NO. 6826

800-840 SOUTH FAIRFAX AVENUE

LOS ANGELES, CALIFORNIA 90036

FOR

830 FAIRFAX OWNER II, LLC

PROJECT NO. 19-402-02

JANUARY 27, 2021

January 27, 2021 19-402-02

830 Fairfax Owner II, LLC
3960 Howard Hughes Parkway
Suite 150
Las Vegas, Nevada 89169

Attention: Mr. Chris Clifford

Subject: Report Of Geotechnical Investigation
Proposed Mix-Use Building Project
Lot LT B; Arb. 1 And Lot LT B; Arb. 2 Of Tract No. 6826
800-840 South Fairfax Avenue
Los Angeles, California 90036

Gentlemen:

INTRODUCTION

This report presents the preliminary results of a geotechnical investigation for the subject project, in compliance with the requirements of the California Environmental Quality Act. During the course of this investigation, the engineering properties of the subsurface materials were evaluated in order to provide recommendations for design and construction of temporary excavations, foundations, grade slabs, and subsurface walls. The investigation included subsurface exploration, soil sampling, laboratory testing, engineering evaluation and analysis, consultation and preparation of this report. Following preparation of construction plans and prior to issuance of permits, a final design-level geotechnical report shall be prepared that includes the recommendations of this report, and submitted to the Los Angeles Department of Building and Safety, Grading Division, for review and approval.

During the course of preparation of this report, the submitted project plans by Reed Architecture Design dated 12/3/2019 and received by this office on December 8, 2020 were used as reference.

The enclosed Site Plan; Drawing No. 1, shows the approximate location of the drilled borings in relation to the site boundaries. This drawing also shows the approximate locations of the Cross Sections A-A' and B-B'. Drawings No. 2 and 3 show the profiles of the Cross Sections A-A' and B-B'.

Figure No. 1 shows the Site Vicinity Map. Figure No. 2 shows the Regional Topographic Map. Figure No. 3 shows the Regional Geologic Map. Figure No. 4 shows the Historically Highest Groundwater Contour Map. Figure No. 5 presents the AP Seismic Hazards Map. Figure No. 6 presents the oil wells map.

The attached Appendix I, describes the method of field exploration. Figure Nos. I-1 through I-5 present summaries of the materials encountered at the location of our borings. Figure No. I-6 presents the Uniform Soil Classification System Chart; a guide to the Log of Exploratory Borings.

The attached Appendix II describes the laboratory testing procedures. Figure Nos. II-1 and II-2 present the results of direct shear and consolidation tests performed on selected undisturbed soil samples.

It should be noted that the presented recommendations for excavation and foundation are based on our understanding of the depth of cuts setback conditions and assumed structural loading. This office should be consulted, if the actual structural loading and excavation depths are different from those used during this investigation.

PROJECT CONSIDERATIONS

It is our understanding that the proposed project will consist of construction of a mix-use building at the subject site. The proposed building is expected to be an 8-story structure constructed over one level of basement garage. The basement grade is expected to be established at some 6 to 12 feet below grade. Therefore, total height of excavation to the perimeter wall footing levels are expected to be on the order of 8 to 14 feet.

The basement level and lower 3 floors of the proposed building will be used for parking and commercial use. The upper 5 floors of the proposed building will be used for residential units. The upper 5 floors will be made of wood frame. The lower floors, including the basement, will be made of steel and concrete.

It is anticipated that the perimeter walls of the basement garage of the proposed building will be extended to close proximity north, east and west property lines. Therefore, during the course of basement garage construction, temporary shoring will be required. Such shoring system shall be in a form of cantilevered soldier piles. Where adequate horizontal space (a distance equal to the vertical height of excavation) beyond the planned line of excavation is available, unsupported, open excavation slopes with gradients as recommended in this report may be used.

Structural loading data was not available at the time of this investigation. For the purpose of this report, it is assumed that maximum concentrated loads of the interior columns will be on the order of 800 kips, combined dead plus frequently applied live loads. Perimeter and interior wall footings of the structure are expected to exert loads of on the order of 16 kips per lineal foot.

ANTICIPATED SITE GRADING WORK

Site grading will involve conducting the following tasks:

1. Excavation of the basement;
2. Subgrade preparation for support of basement grade slabs;
3. Wall backfilling within the over-excavated areas; and

The wall backfill material should be non-expansive and granular in nature. Therefore, only the excavated sandy soils can be used for wall backfilling.

It is anticipated that, after completion of the site grading work, materials will be exported from the site.

SITE CONDITIONS

SURFACE CONDITIONS

The site of the proposed project is located at 800-840 South Fairfax Avenue (SE Corner of Fairfax Avenue and 8th Street) Los Angeles, California. The site consists of two contiguous lots covering a plan area of about 45,450 square feet. See the enclosed Site Plan; Drawing No. 1 for site location.

At the time of our field investigation, the site was occupied by structures which will be removed from the site. The existing small commercial building within the southern portion will remain.

The ground surface was noted to be generally level. Existing off-site improvements occur around the subject site. These include buildings and public right-of-way. See the enclosed Site Plan; Drawing No. 1 for detail.

REGIONAL GEOLOGY

The site is situated in the Los Angeles Coastal Plain, part of the Peninsular Ranges Geomorphic Province of southern California. The plain is regionally underlain by alluvial deposits (map unit Qa), locally consisting of unconsolidated gravel, sand, and silt-clay, derived mostly from the Santa Monica Mountains. See Figure No. 3 - Regional Geologic Map for reference.

The project site is located 2 miles southeast of the Santa Monica and 1.17 miles E/NE of the Pico-Robertson Fault Zone, according to the latest Seismic Hazard Zone Map for the Beverly Hills quadrangle. The most recent fault zone map was published in January 2018 by the California Geological Survey (see Figure No. 5 - Seismic Hazard Zones Map for reference). As can be seen in the figure, the site is miles away from the closest Alquist-Priolo fault zone, and as such fault study is neither required nor was not part of our scope of work. No known faults cross through the site area. Nevertheless, owners of properties within proximity to established active fault zones are encouraged to safeguard their properties against damage caused by either fault rupture or strong ground shaking by purchasing earthquake insurance.

SUBSURFACE CONDITIONS

Correlation of the subsoil between the borings was considered to be good. Generally, the site, to the depths explored, was found to be underlain by surficial fill underlain by natural deposits of silty sand, sandy silt, silty clay and sand-silt soils. Thickness of the existing fill was found to on the order of 2 feet in our borings. Deeper fill may be present between and beyond our borings, beneath the existing structures

and in old utility lines. The existing fill is expected to be automatically removed by the planned basement garage excavations.

The upper native soils, through which the basement garage excavations will be made, were found to consist of silty sand and sandy silt soils. The results of our laboratory investigation indicated that these materials were of moderate strengths.

The soils found near the planned foundation levels were found to be generally clean, silty sand, stiff, silty clay and sandy silt soils. The results of our laboratory testing indicated that these materials were of higher strengths and of low compression.

The clayey soils (found locally at the basement level) and the sandy silt soils were found to be potentially expansive (having an expansion index ranging from 42 to 58).

GROUNDWATER

During the course of our investigation, no groundwater was encountered in our borings drilled to a maximum depth of about 31 feet. In accordance with the published State Maps, however, the historically highest groundwater level in the vicinity of the subject site is between 10 and 20 feet. See the enclosed Figure No. 4.

The basement grade of the proposed building will be established close to the historically highest water level. Although no water was found in our borings drilled to a maximum depth of 31 feet and groundwater is expected not to rise the historically highest level during the useful life of the proposed building, it is still recommended that, for added safety, the basement slabs for this project to be designed based on hydrostatic uplift pressure assuming water at a depth of 9 feet. The bottom of the basement slabs should also be properly waterproofed.

For the purpose of this project, pre-construction (temporary) and post construction (permanent) de-watering will not be required.

CAVING CONSIDERATIONS

Due to the method of drilling (use of continuous auger) caving was not detected during the course of our field exploration. Because of significant fine content of the site

soils extending below basement, forming will not be required during foundations construction. Lagging, however, will also require between the solider piles.

LIQUEFACTION POTENTIAL

During the course of our investigation, no water was found in our borings extended to a maximum depth of about 31 feet. Although the historically highest groundwater level in the vicinity of the subject site is shown by the State maps to be near a depth of about 12 feet (see the enclosed Figure No. 4), the State of California Seismic Hazard Zone Maps have placed the subject site outside the designated zone of potential liquefaction. On this basis, it is our opinion that soil liquefaction will not occur at the subject site.

ENGINEERING-GEOLOGIC CONSIDERATIONS

This section provides discussions of engineering-geologic hazards not covered above, as part of compliance with the requirements of the California Environmental Quality Act. Pertaining to the **seismic hazards of fault rupture** and strong seismic ground shaking, as described above under the Regional Geology section, the site is not in an active fault zone as delineated by the state of California. There are no known faults crossing through the site, based on our prior experience in the area and available published and unpublished records. Surface fault ruptures the displacement and cracking of the ground surface that occurs along a fault trace. Surface rupture is confined to the area very near the fault. It is thus our professional opinion that the likelihood of surface fault rupture hazard affecting the property is very low to nil.

Pertaining to **strong ground shaking**, the Project Site is located within the seismically active region of Southern California. Thus, the proposed development would be subject to strong seismic ground shaking typical of areas within Southern California. The seismic exposure for the Project Site was analyzed in the SEISMIC DESIGN CONSIDERATIONS Section. As with other development projects in the Southern California region, the Project would comply with the current seismic design provisions of the California Building Code (2019) to minimize seismic impacts.

The 2019 California Building Code incorporates the latest seismic design standards for structural loads and materials. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code. The Project would also be required to comply with the site plan review and permitting requirements of the LADBS including the recommendations provided in this geotechnical report subject to LADBS review and approval. Through compliance with regulatory requirements and site-specific geotechnical recommendations, the Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructures or expose people to substantial risk of injury. Therefore, impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures are required.

Liquefaction hazard. As was discussed above, State of California Seismic Hazard Zone Maps has placed the subject site outside the designated zone of potential liquefaction. Based on the lack of groundwater to the maximum depths drilled (31’ bgs), fine-grained site soils, and distance to a fault, the geotechnical investigation concluded that the potential for liquefaction at the Project Site is low. Therefore, impacts related to liquefaction would be less than significant, and no mitigation measures are required.

Seismically induced settlement. It is our opinion that the soils below the base of the proposed basement level are sufficiently dense in place and will provide a suitable foundation base for the proposed building, which will not be prone to seismically-induced differential settlement.

Sedimentation and Erosion. These constitute a geologic hazard to other properties by causing or accelerating instability from erosion or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Sedimentation and erosion control measures are imposed by the City pursuant to grading permit regulations. As part of these measures, the Project would adhere to Best Management Practices (BMPs) prescribed by the design engineer as part of a Storm Water Pollution Prevention Plan (SWPPP). With compliance with regulatory requirements that include the implementation of BMPs, impacts would be less than significant, and no mitigation measures are required.

Soil Stability. The proposed project is on nearly level ground, as such, soil slope stability is not an issue. The soil investigation concluded that the integrity of the soils underlying the Project Site is such that the Project could be adequately supported provided the recommendations of the Geotechnical Investigation are implemented. Pertaining to soil stability during excavation, the basement walls will require shoring along the proposed building outline, for which recommendations are provided under sections later in this report. Shoring plans shall be submitted to this office for review and approval. It is our opinion that, if the excavation is shored in accordance to code-compliant plans and following our recommendations, through compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to soil stability would be less than significant, and no mitigation measures are required.

Subsidence. According to the Geotechnical Investigation, the Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy would occur under the project. The geotechnical investigation concluded that there is little or no potential for ground subsidence due to withdrawal of fluid or gases at the Project Site. Therefore, impacts related to subsidence would be less than significant, and no mitigation measures are required.

Groundwater. According to the California Geological Survey, the historic high groundwater level beneath the Project area is deeper than 10’ feet below the ground surface. Groundwater was not encountered to depth of 31’ depth below grade in our boring. Considering that the base of the proposed building will occur at an approximate depth of 10 feet below grade, site remediation for groundwater issue (temporary and permanent dewatering) will not be required for this project.

Expansive and Corrosive Soils. Expansive soils contain minerals that absorb water and increase in volume. The expansion of soils can damage buildings and other structures forming cracks in the foundations, floor slabs, and the walls. The soils underneath the Project Site are described as having moderate expansion potential in the Subsurface Conditions section above. The soil compaction at some 3 percent above

optimum moisture content that is recommended in this report addresses expansive soil condition. In addition, recommended slab thickness of 5 inches is for expansive soil conditions.

Corrosive soils contain constituents that attack concrete (water-soluble sulfates) and or ferrous metals (chlorites, ammonia, nitrates, low pH levels, and low electrical resistivity). Corrosive soils could potentially create a significant hazard to the project by weakening the structural integrity of the concrete and metal used to construct the building and could potentially lead to structural instability. During the construction grading work, after the proposed finished grades are made, samples of the finished grades materials should be tested for chemical impurities. If determined to be corrosive, implementation of corrosion-control measures such as coatings or casings shall be required. For now, the soils should be assumed corrosive, subject to the results of chemical testing during construction. Therefore, impacts with regard to expansive and corrosive soils would be less than significant, provided that the recommendations of the geotechnical investigation are implemented.

Landform Alteration. The Project Site located as discussed above consists of two parcels. It is currently occupied by two residential buildings that will be demolished and one commercial building that will remain. There are no unique geologic or topographic features located on the Project Site. Therefore, no landform alteration impacts would occur, and no mitigation measures are required.

Landslides. The site is on nearly level ground. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslide as mapped by CGS or the City. Therefore, the likelihood of slippage due to proximity to landslide is nil.

Tsunamis, Seiches, and Flooding. The site is located at 160 feet above sea level, and there are no lakes or oceans in the broad vicinity of the site. As such, this project is not prone to tsunami and seiche hazard. Moreover, there is a gentle but consistent descending slope gradient toward the west, no localized depression areas, and storm drains installed along Fairfax Avenue and cross streets (belonging to Los Angeles County Flood Control District). The site is also not in a FEMA flood hazard zone. As such, the site is not prone to flooding.

Methane. The site is in a methane zone due to its location in a former oil field (see Figure No. 3 - Regional Geologic Map). This office conducted a methane test concomitantly with the subject geotechnical investigation and found concentration of methane across the site, up to 55,000 ppmv, at a depth of 5 feet. As such, this site is considered a Site Design Level V, requiring active mitigation of soil gas. We reported as such in our methane test report dated 8/19/2019. The client will need to engage a methane design practitioner to prepare an active Level V methane mitigation design for the subject project. With implementation of methane mitigation pursuant to the City's standard methane design criteria, methane impacts would be less than significant.

Oil Wells. As described above, the site is in a former oil field, and the closest former oil well, according to the Navigate LA website, is less than ¼ mile north of the site (see Figure No. 6). There are, however, no known oil wells on the subject property. If previously unknown oil wells are discovered on the site during excavation and grading, all grading work shall be halted until the oil well is abandoned by a qualified contractor based on guidelines issued by the California Division of Oil, Gas and Geothermal Resources.

In conclusion, from an engineering-geologic point of view, the proposed new multilevel mixed-use building project can proceed as planned, provided the new structure is founded in native sediments to sufficient depth, dimension, and with proper drainage in accordance with the recommendations in this report; surface water runoff on the site is controlled; and preventive soil maintenance is regularly performed.

Following preparation of construction plans and prior to issuance of permits, a final design-level geotechnical report shall be prepared that includes the recommendations of this report, and submitted to the Los Angeles Department of Building and Safety, Grading Division, for review and approval.

SEISMIC DESIGN CONSIDERATIONS

In accordance with ASCE-7-16, the project site can be classified as site “D”. The mapped spectral accelerations of S_S= 2.048 (short period) and S_1 =0.730 (1-second period) can be used for this project. These parameters correspond to site Coefficients values of F_a =1.0 and F_V = null, respectively.

The seismic design parameters would be as follows:

$\mathbf{S_{MS}}$= F_a (S_S) = 1.0 (2.048) = 2.048 $\mathbf{S_{M1}}$=F_v (S_1) = null (see Note)

$\mathbf{S_{DS}}$=2/3 (S_{MS}) = 2/3 (2.048) = 1.365 $\mathbf{S_{D1}}$=2/3 (S_{M1}) = null (see Note)

Note: Since the seismic factor S_1 is greater than 0.2 site-specific ground motion hazard analysis may be required. The project structural engineer shall determine if an exemption can be applied in accordance with ASCE7-16 Section 11.4.8. If an exemption applies, a long period coefficient (F_v) of 1.7 may be utilized for calculation of the seismic parameters $\mathbf{S_{M1}}$ and $\mathbf{S_{D1}}$ in the equations above.

EVALUATION AND RECOMMENDATIONS

GENERAL

Based on the geotechnical engineering data derived from this study, the site is considered to be suitable for the proposed development. Conventional spread footing foundation system can be used for support of the proposed building. The foundation bearing materials are expected to be dense and stiff, native soils.

It is expected that the basement excavation would be made through surficial fill and native soils consisting of silty sand and sandy silt soils. Maximum height of excavation to the perimeter wall footing levels is expected to be about 14 feet.

During the course of basement garage construction, temporary shoring will be required. This will consist of cantilevered soldier piles. Where adequate horizontal space beyond the planned line of excavation is available, unsupported, open excavation slopes with gradients as recommended in this report may be used.

Near grade slabs, if proposed, should be supported on a compacted fill blanket, requiring that any surficial fill be removed and recompacted. The basement floor slabs can be supported on the exposed subgrade, provided that any disturbed soils would be scarified and compacted in-place to a relative compaction of at least 90 percent at some 3 percent above the optimum moisture content. Because the site upper soils are considered to be potentially expansive, it is recommended that the new near grade

slabs for this project to have a minimum thickness of 5 inches and be reinforced with # 4 bars placed at every 18 inches on center.

The basement grade of the proposed building will be established close to the historically highest water level. Although no water was found in our borings drilled to a maximum depth of 31 feet and groundwater is expected not to rise the historically highest level during the useful life of the proposed building, it is still recommended that, for added safety, the basement slabs for this project to be at least 9 inches thick and be designed based on hydrostatic uplift pressure assuming water at a depth of 9 feet. The bottom of the basement slabs should also be properly waterproofed.

The following sections present our specific recommendations for temporary excavations, foundations, lateral design, basement grade slabs, subsurface walls, and observations during construction.

TEMPORARY EXCAVATION

Unshored Excavations: Where space limitations permit, unshored temporary excavation slopes could be used. Based upon the engineering characteristics of the site upper soils, it is our opinion that temporary excavation slopes in accordance with the following table should be used:

Maximum Depth of Cut (Ft)	Maximum Slope Ratio (Horizontal:Vertical)
0-4	1/2:1
>4	1:1

Water should not be allowed to flow over the top of the excavation in an uncontrolled manner. No surcharge should be allowed within a 45-degree line drawn from the bottom of the excavation. Excavation surfaces should be kept moist but not saturated to retard raveling and sloughing during construction.

It would be advantageous, particularly during wet season construction, to place polyethylene plastic sheeting over the slopes. This will reduce the chances of moisture changes within the soil banks and material wash into the excavation.

Cantilevered Soldier Piles: In the areas where adequate horizontal distance beyond the planned line of excavation is not available, cantilevered soldier piles should be used as a means of temporary shoring. Soldier piles consist of structural steel beams encased in slurry mix.

The lateral resistance for soldier piles may be assumed to be offered by passive pressure below the basement. An allowable passive pressure of 500 pounds per square foot per foot of depth may be used below the cut for piles having center-to-center spacing of 2-1/2 times the pile diameter. Maximum allowable passive pressure should be limited to 5,000 pounds per square foot. The maximum center-to-center spacing of the vertical shafts should be no greater than 10 feet.

For design of temporary support, active pressure on piles may be computed using an equivalent fluid density of 25 pounds per cubic foot. Uniform surcharge may be computed using an active pressure coefficient of 0.30 times the uniform load.

When using cantilevered soldier piles, the point of fixity may be assumed to occur at some 2 feet below the base of the excavation. In order to limit local sloughing, it is recommended that lagging be used between the soldier piles. All wood members left in ground should be pressure treated. For the purpose of design, lagging pressure should not exceed 400 pounds per square foot.

It should be noted that the recommendations presented in this section are for use in design and for cost estimating purposes prior to construction. The contractor is solely responsible for safety during construction.

TOLERABLE LATERAL MOVEMENTS

For the purpose of this project, where off-site buildings occur within a horizontal distance equal to the depth of excavation, the temporary shoring should be designed to allow lateral deflection of less than ½ of one inch at the tops of the piles. In the areas where the shoring system supports public right-of-way, the tolerable lateral movement at the tops of the shoring piles could be increased to one inch.

MONITORING

The temporary shoring piles should be monitored periodically during the course of basement garage construction to assure the lateral movements of the shoring piles are within the recommended tolerable limits. The project structural/shoring engineer should examine the site and assign appropriate surcharge loads for the off-site structures to be added to the lateral earth pressures. The results of the monitoring (lateral and vertical movements of the shoring piles) should be submitted to the project soil and shoring engineers for review and comments. If the results show excessive movements, additional lateral support should be provided.

It is also recommended that the conditions of the off-site improvements be recorded by pictures or video before installation of the shoring piles and basement garage excavation.

FOUNDATIONS

Conventional spread footing foundation systems could be used to support the proposed building. The foundation bearing materials are expected to be dense, relatively clean native sand soils.

Exterior and interior footings should be a minimum of 18 inches wide. Footings should be placed at a minimum depth of 24 inches below the lowest adjacent final grades (in this case, basement level).

The above given foundation dimensions are the recommended minimum values. The actual foundation dimension may be greater, depending upon the magnitudes of the vertical and lateral loading conditions.

The recommended allowable maximum bearing pressure for minimum size footings placed in native soils could be taken as 2,700 pounds per square foot.

This value may be increased at a rate of 120 and 240 pounds per square foot for each additional foot of footing width and depth, to a maximum value of 4,500 pounds per square foot. The given values are for the total of dead and frequently applied live loads. For short duration transient loading, such as wind or seismic forces, the given values may be increased by one-third.

Under the allowable maximum soil pressure, footings with assumed collected loads of 800 kips are expected to settle about one inch. Continuous footings, with loads of about 8 kips per linear foot are expected to settle on the order of 7/8 of one inch. Maximum differential settlements are expected to be on the order of 1/4 of an inch.

LATERAL DESIGN

Lateral resistance at the base of footings in contact with native soils may be assumed to be the product of the dead load forces and a coefficient of friction of 0.30. Passive pressure on the face of footings may also be used to resist lateral forces. A passive pressure of zero at the finished grades and increasing at a rate of 250 pounds per square foot per foot of depth to a maximum value of 2,700 pounds per square foot may be used for footings poured against native soils.

GRADE SLABS

Near grade slabs, if proposed, should be supported on a compacted fill blanket, requiring that any surficial fill be removed and recompacted. The basement floor slabs can be supported on the exposed subgrade, provided that any disturbed soils would be scarified and compacted in-place to a relative compaction of at least 90 percent at some 3 percent above the optimum moisture content. Because the site upper soils are considered to be potentially expansive, it is recommended that the new near grade slabs for this project to have a minimum thickness of 5 inches and be reinforced with #4 bars placed at every 18 inches on center.

The basement grade of the proposed building will be established close to the historically highest water level. Although no water was found in our borings drilled to a maximum depth of 31 feet and groundwater is expected not to rise the historically highest level during the useful life of the proposed building, it is still recommended that, for added safety, the basement slabs for this project to be at least 9 inches thick and be designed based on hydrostatic uplift pressure assuming water at a depth of 9 feet. The bottom of the basement slabs should also be properly waterproofed.

In the areas where moisture sensitive floor covering is used and slab dampness cannot be tolerated, a vapor-barrier should be used beneath the slabs. This normally consists of a 6-mil polyethylene film covered with 2 inches of clean sand.

BASEMENT WALLS

The perimeter walls of the basement are expected to be buried to a maximum depth of about 12 feet. Static design of these walls (being restrained against rotation) should be based on an equivalent fluid pressure of 72 pounds per square foot per foot of depth. Cantilevered retaining walls (ramp area) can be designed based on an equivalent fluid pressure of 30 pounds per square foot per foot of depth. See the enclosed supporting engineering calculations.

The above given pressures assume that no hydrostatic pressure will occur behind the retaining walls. This will require installation of proper subdrain behind the basement garage walls. Subdrain normally consists of 4-inch diameter perforated pipes encased in gravel (at least one cubic foot per lineal foot of the pipes). In order to reduce the chances of siltation and drain clogging, the free-draining gravel should be wrapped in filter fabric proper for the site soils.

In addition to the lateral earth pressure, the basement garage walls should also be designed for any applicable uniform surcharge loads imposed on the adjacent grounds. For cantilevered retaining walls, the uniform surcharge effects may be computed using a coefficient of 0.30 times the assumed uniform loads. For restrained walls, a coefficient of 0.45 times the assumed uniform loads should be used.

It is noted that, based on the new Code requirement, the basement walls should be designed not only for static, but also for seismic lateral earth pressures. For the purpose of this project, the magnitude of seismic lateral earth pressure should be assumed at a rate of 31 pounds per square foot per reducing depth from the bottom of excavation. The point of application of the lateral thrust of the seismic pressure should be assumed 0.6 time the wall height, measured from the bottom of the wall. If the total lateral earth pressure (static and seismic; assuming cantilevered condition) is less than “at-rest” pressure, then the actual design of the basement walls should be based on restrained condition.

Where adequate space is available, granular fill (silty sand soils) should be placed and compacted behind the retaining walls (after the subdrain is installed) to a relative compaction of at least 90 percent. At least one field density tests should be

taken for each 2 feet of the backfill. The degree of compaction of the wall backfill should be verified by the Soil Engineer.

Where space is limited, free-draining gravel should be placed behind the retaining walls. The gravel should then be capped with at least 18 inch thick site soils also compacted to a relative compaction of at least 90 percent. It should be noted that the backfill placed behind the basement garage walls should be made after the concrete decking is cast. All grading surrounding the building should be such to ensure that water drains freely from the site and does not pond.

GRADING RECOMMENDATIONS

Site grading for the proposed project is expected to include excavation in order to create the basement garage grades and backfilling behind the basement walls. The excavated sandy soils should be used for wall backfilling.

Prior to placing any fill, the Soil Engineer should observe the bottoms. The areas to receive fill should be scarified to a depth of about 8 inches, moistened to bring to near optimum moisture content, and compacted to at least 90 percent of the maximum dry density as determined by the ASTM Designation D 1557 Compaction Method.

General guidelines regarding site grading are presented below which may be included in the earthwork specification. It is recommended that all fill be placed under engineering observation and in accordance with the following guidelines:

1. All fill should be granular in nature. Therefore, only the excavated sandy soil from the site may be reused in the areas of compacted fill.

2. Before wall backfilling, subdrain should be installed. The subdrain system should consist of 4-inch diameter perforated pipes embedded in about 1 cubic feet of free draining gravel per foot of pipe. An approved filter fabric should then be wrapped around the free draining gravel in order to reduce the chances of siltation. Non-perforated outlet pipes should then be used to pass through the wall into an interior sump. The subdrain pipes should be laid at a minimum grade of two percent for self cleaning.
3. The excavated sandy soils from the site are considered to be satisfactory to be reused in the areas of compacted fill and wall backfill provided that rocks larger than 6 inches in diameter are removed.

4. Fill material, approved by the Soil Engineer, should be placed in controlled layers. Each layer should be compacted to at least 90 percent of the maximum unit weight as determined by ASTM designation D 1557 for the material used.

5. The fill soils shall be placed in 8-inch loose layer. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer.

6. When moisture content of the fill is too low, water shall be added and thoroughly dispersed until the moisture content is near optimum. When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved.

7. Inspection and field density tests should be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort should be made with adjustment of the moisture content or layer thickness, as necessary, until at least 90 percent compaction is obtained.

SITE DRAINAGE

Site drainage should be provided to divert roof and surface waters from the property through nonerodible drainage devices to the street. In no case should the surface waters be allowed to pond adjacent to building or behind the basement garage walls. A minimum slope of one and two percent are recommended for paved and unpaved areas, respectively.

The site drainage recommendations should also include the following:

1. Having positive slope away from the buildings, as recommended above;
2. Installation of roof drains, area drains and catch basins with appropriate connecting lines;
3. Managing landscape watering;
4. Regular maintenance of the drainage devices;
5. Installing waterproofing or damp proofing, whichever appropriate, beneath concrete grade slabs and behind the basement walls.
6. The owners should be familiar with the general maintenance guidelines of the City requirements.

ON-SITE INFILTRATION

We understand that, as part of the proposed development, the City requires that, where possible, an on-site storm water infiltration system be used. The system receives the storm water and discharges into the ground for the purpose of recharging of the depressed groundwater. For the proposed project having subterranean parking garage, a vertical drain system; “dry well” is normally used.

For the purpose of determining the rate of percolation of the subsurface materials below the basement, in-situ testing was conducted in our Boring No. 3. The approximate location of the boring within which the percolation test was conducted, with respect to the site boundaries, is shown on the enclosed Site Plan; Drawing No. 1.

The boring within which the percolation testing was conducted was drilled with a hollow stem drilling machine having a diameter of 8 inches. Before the percolation testing was initiated, a 3-inch diameter pipe surrounded by gravel was installed in the boring.

Since the base of the proposed building will be established at some 10 feet below grade, and in order to reduce the chances of weakening the subgrade materials within the influence zone of foundation pressure, the percolation was forced to occur below a depth of 20 feet (between depths of 20 to 30 feet). Solid pipe was then used within the top 20 feet of the percolation boring. The percolation well was pre-saturated overnight before the in-situ testing.

The percolation testing for this project was performed on July 17, 2019, one day after drilling and pre-saturation. As can be seen from the log of borings contained in Appendix I, the native soils below a depth of about 10 feet, extending to the bottom of the hole, consists of sand-silt mixture. Generally, these layers are considered to be of low permeable character.

The results of our in-situ percolation testing indicated a very low to no percolation through the subsoil. Our close examination of the boring logs also confirm the low percolation rating because the natural water content of the recovered soil samples were close to saturation level. Therefore, the subject site is considered to be a poor candidate for on-site infiltration. Therefore, the storm water should be diverted to the areas of

planters and any excess water, after going through normal filtration process should be diverted to the curb line.

OBSERVATION DURING CONSTRUCTION

The presented recommendations in this report assume that all foundations will be established in native soils. All footing excavations should be observed and approved by a representative of this office before reinforcing is placed.

Drilling of the soldier piles should be made under continuous observation of Deputy Grading Inspector representing this office. It is essential to assure that all shoring piles are drilled to proper depths and diameters.

Site grading work, such as wall backfilling, and subgrade preparation for basement slab support, should be conducted under observation and testing by a representative of this firm. All backfill soils should be properly compacted to at least 90 percent relative compaction. For proper scheduling, please notify this office at least 24 hours before any observation work is required.

CLOSURE

The preliminary findings and recommendations presented in this report were based on the results of our field and laboratory investigations combined with professional engineering experience and judgment. The report was prepared in accordance with generally accepted engineering principles and practice. We make no other warranty, either express or implied.

It is noted that the conclusions and recommendations presented are based on exploration "window" borings and excavations which is in conformance with accepted engineering practice. Some variations of subsurface conditions are common between "windows" and major variations are possible.

-o0o-

The following Figures and Appendices are attached and complete this report:

Engineering Analysis - Lateral Earth Pressure
Drawing No. 1 - Site Plan
Drawing Nos. 2 And 3 - Cross Sections A-A' And B-B'
Figure No. 1 - Site Vicinity Map
Figure No. 2 - Regional Topographic Map
Figure No. 3 - Regional Geologic Map
Figure No. 4 - Historically Highest Groundwater Contour Map
Figure No. 5 - AP Seismic Hazards Map
Figure No. 6 - Oil Field and Oil Well Map (Navigate LA)
Appendix I- Method of Field Exploration
Figure Nos. I-1 through I-6
Appendix II- Methods of Laboratory Testing
Figure Nos. II-1 and II-2

Respectfully Submitted,

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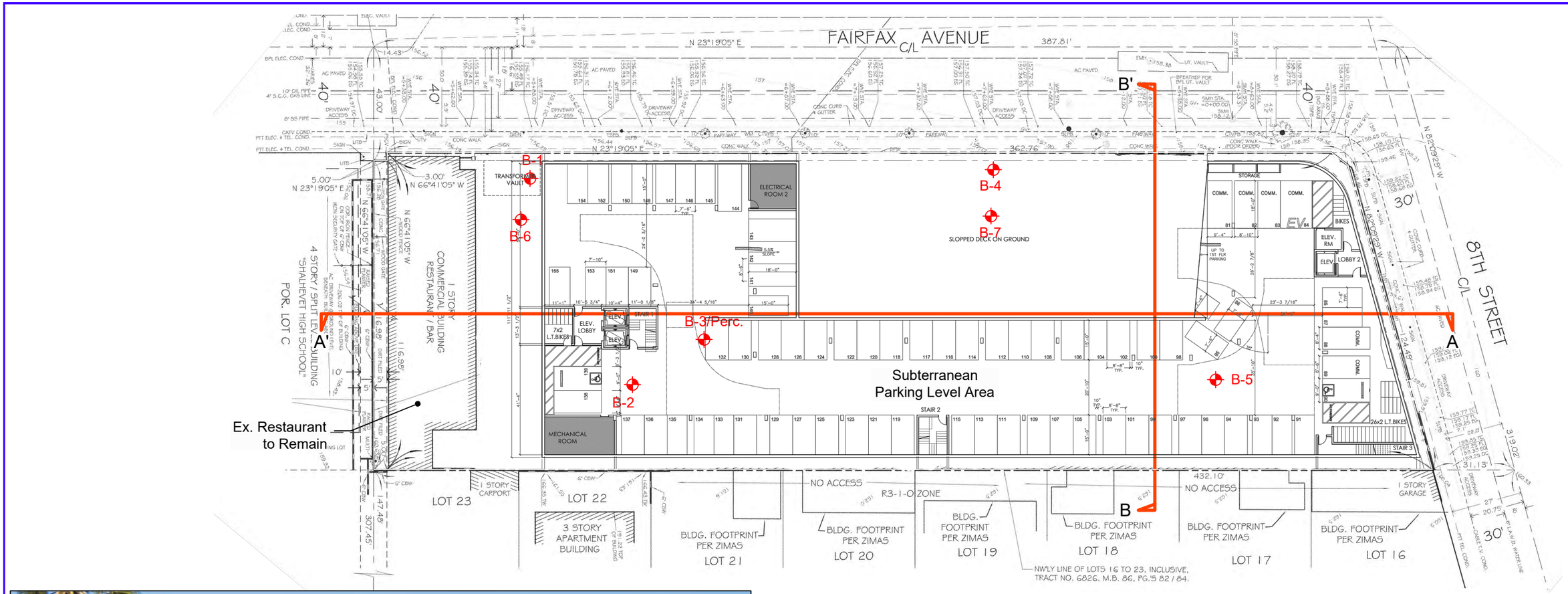
Distribution: (4) Addressee



B-7 = Location & Number of Boring

Note:

Site plan & sections prepared by using survey drawn by:
-Jack Little Company Inc.
Architectural plans by:
-Reed Architectural Group, Inc.

Scale: 1" = 40'

SITE PLAN		PROJECT No:	19-402-02
DESCRIPTION:	Proposed Mix-Use Building Project	DATE:	01 / 27 / 2021
FOR:	830 Fairfax Owner II, LLC	DRAWN BY:	VM
ADDRESS:	800-840 S. Fairfax Avenue, Los Angeles, CA 90036	CHECKED BY:	CM
Applied Earth Sciences	GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS	www.aessoil.com (818) 552-6000	DRAWING No: 1

A

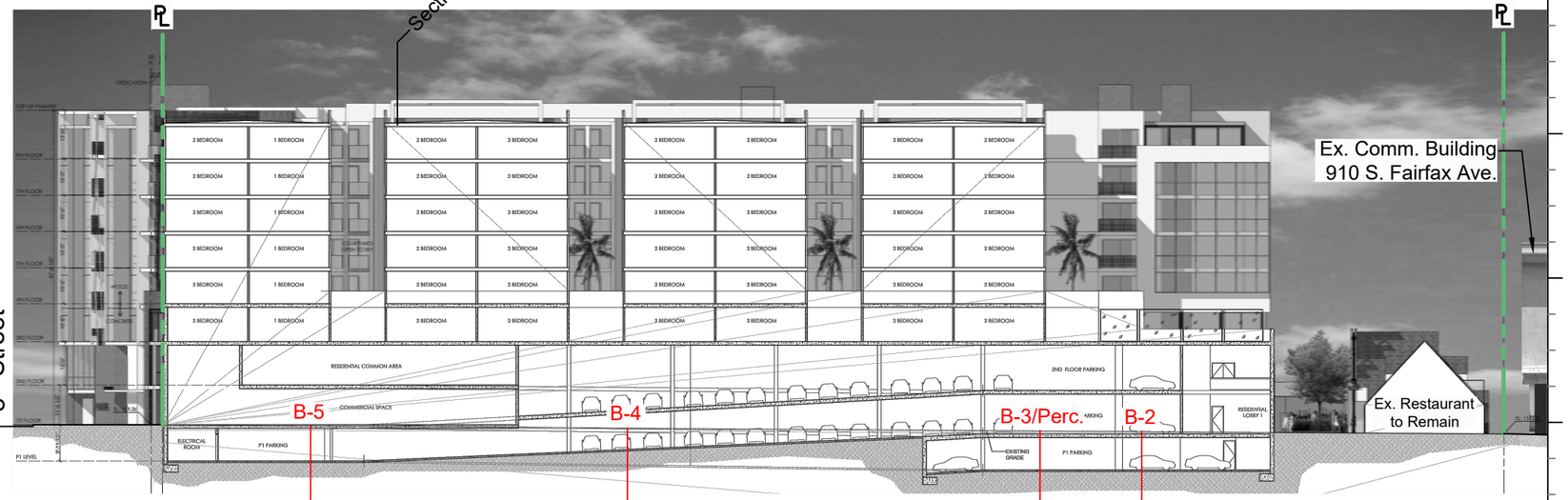
A'

ELEVATION IN FEET

320
280
240
200
160
120
80

N23°E

Scale: 1" = 40' (V=H)



B-2
TD=10'
(Projected)

= Location & Number of Boring

CROSS SECTION A-A'		PROJECT No: 19-402-02
DESCRIPTION:	Proposed Mix-Use Building Project	DATE: 01 / 27 / 2021
FOR:	830 Fairfax Owner II, LLC	DRAWN BY: VM
ADDRESS:	800-840 S. Fairfax Avenue, Los Angeles, CA 90036	CHECKED BY: CM

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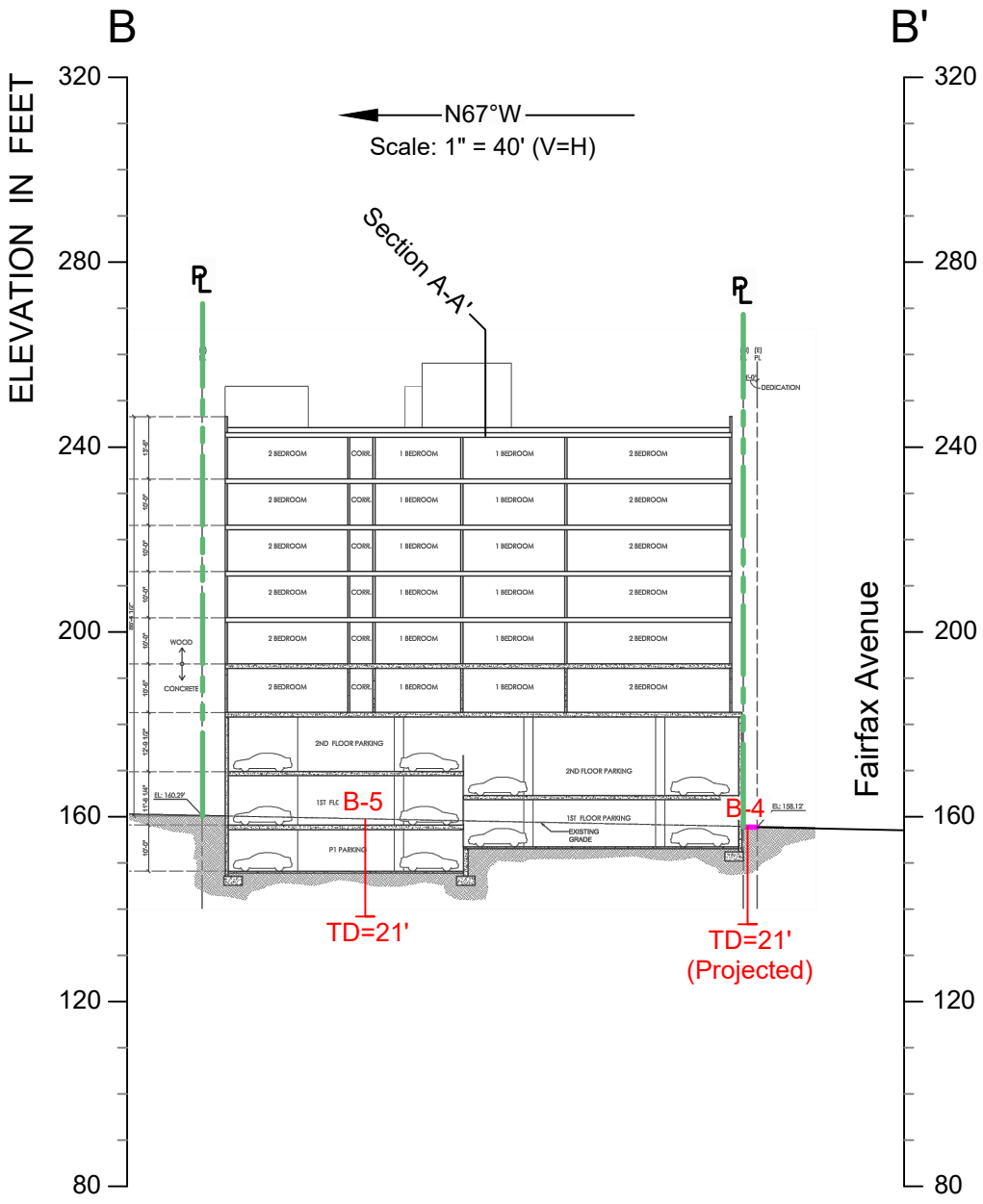
DRAWING No: 2



B-2

TD=10'
(Projected)

= Location & Number of Boring

CROSS SECTION B-B'

DESCRIPTION:	Proposed Mix-Use Building Project	DATE:	01 / 27 / 2021
FOR:	830 Fairfax Owner II, LLC	DRAWN BY:	VM
ADDRESS:	800-840 S. Fairfax Avenue, Los Angeles, CA 90036	CHECKED BY:	CM

PROJECT No: 19-402-02

DRAWING No: 3

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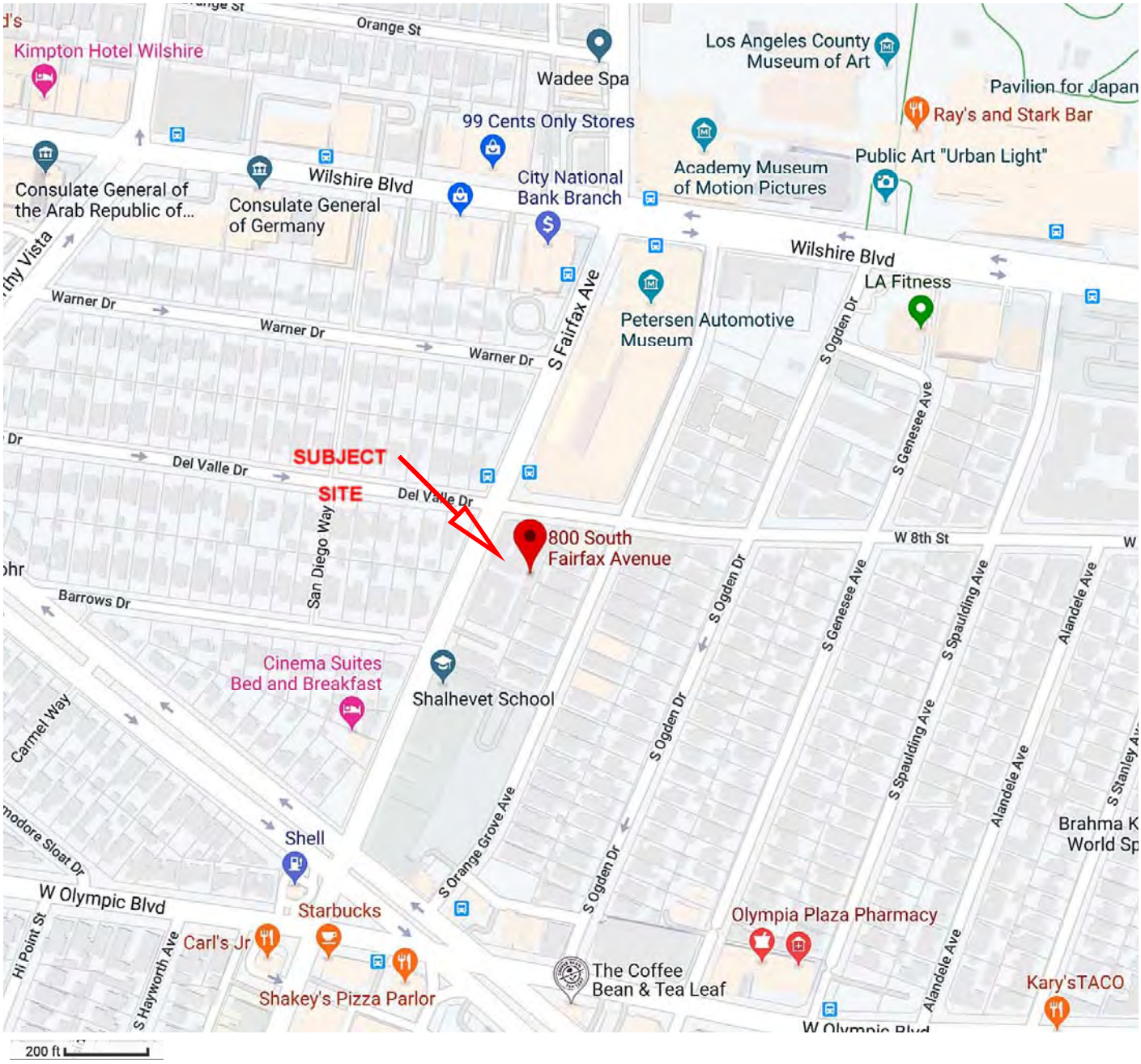

Reference: Portion of Google Maps

SITE VICINITY MAP

Proposed Mix Use Building Project

800-840 S. Fairfax Avenue, Los Angeles, CA 90036

FOR	DATE	PROJECT No.
830 Fairfax Owner II, LLC	01 / 27 / 2021	19-402-02

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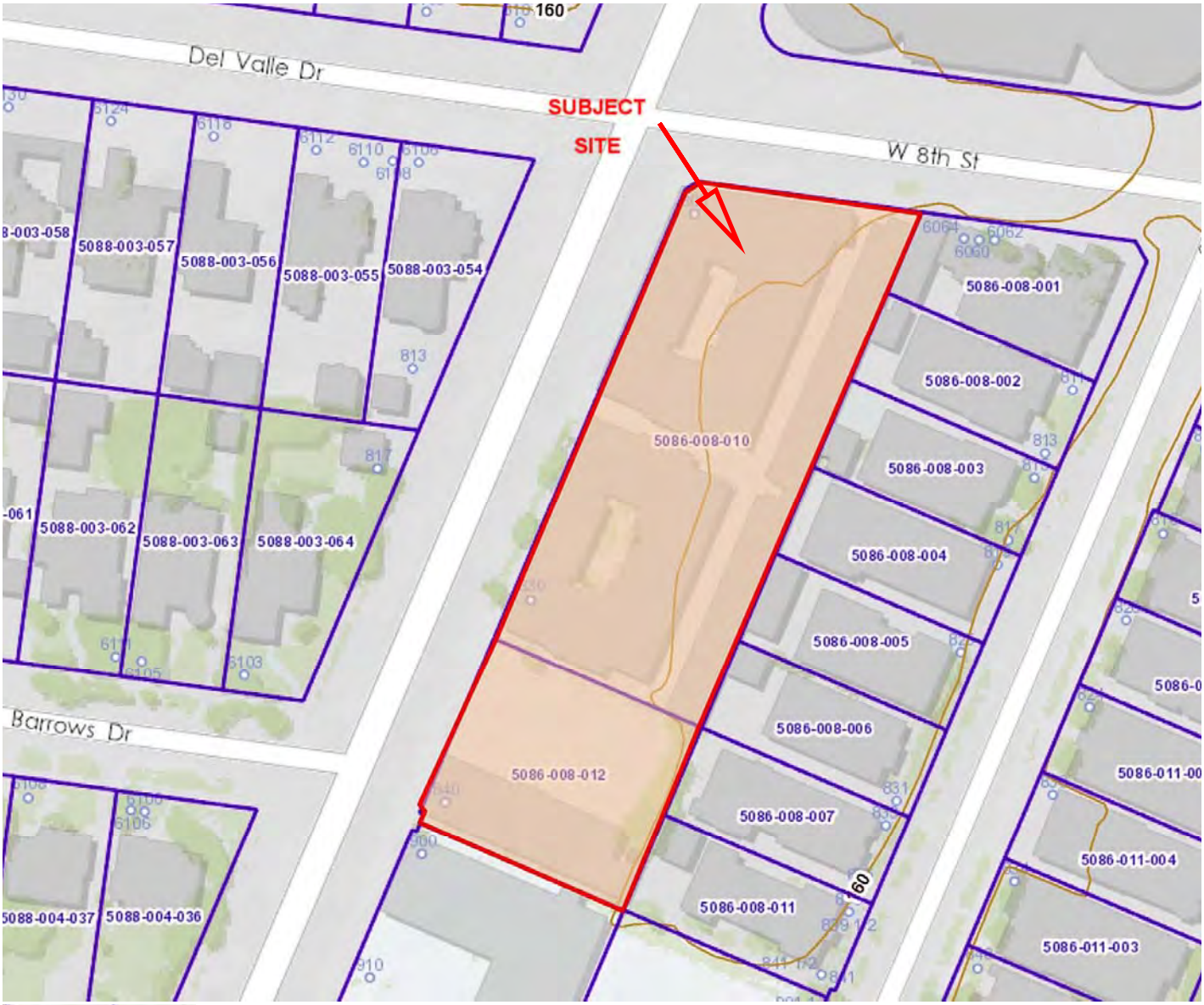
FIGURE No. 1



Reference: Los Angeles County GIS Map

REGIONAL TOPOGRAPHIC MAP

Proposed Mix Use Building Project

800-840 S. Fairfax Avenue, Los Angeles, CA 90036

FOR	DATE	PROJECT No.
830 Fairfax Owner II, LLC	01 / 27 / 2021	19-402-02

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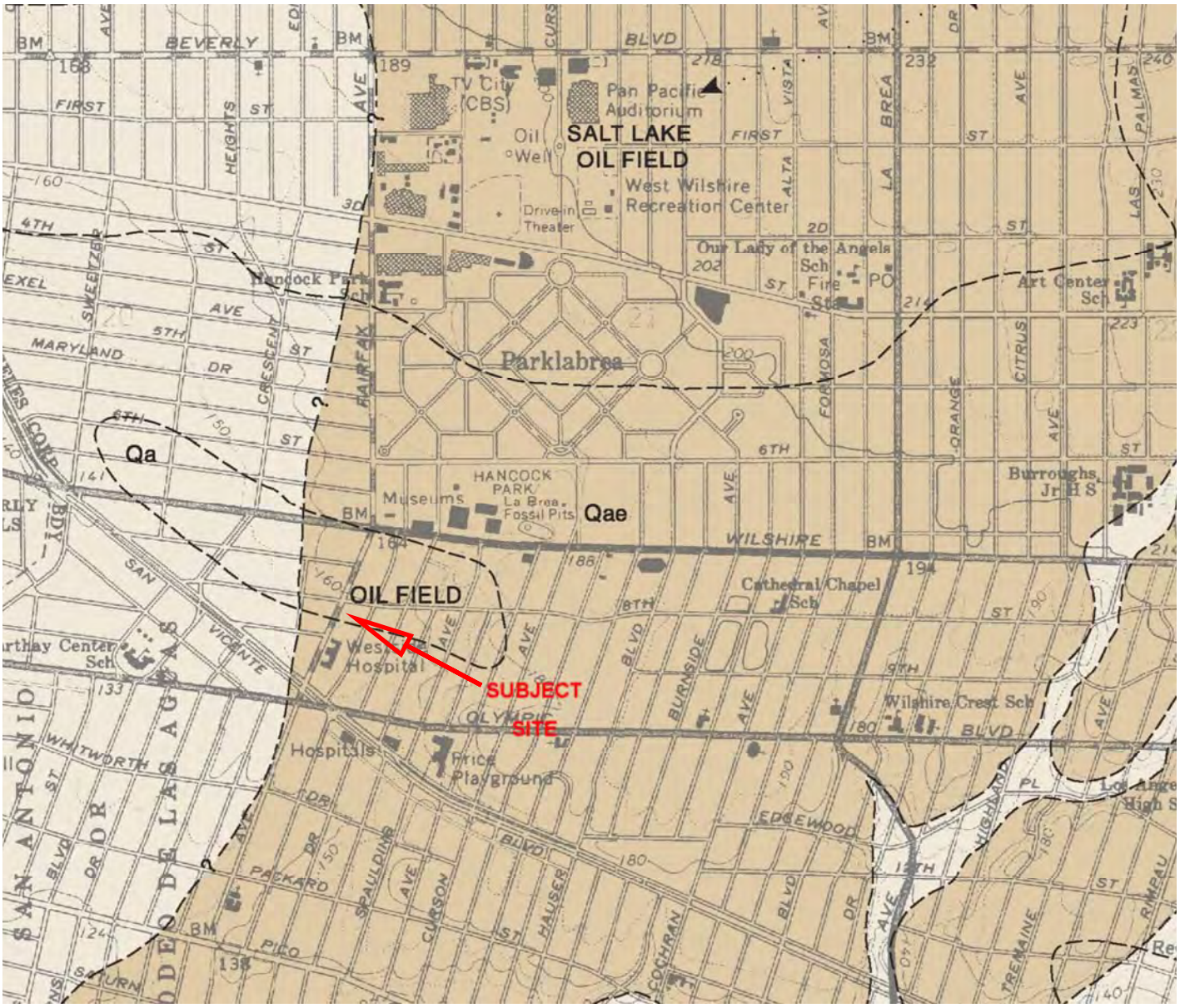
FIGURE No. 2



Qa *Alluvium: clay, sand and gravel; includes gravel and sand of minor stream channels*
Qae *Similar to* **Qa**, *but slightly elevated and dissected; includes alluvial fan sediments*

N

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

Reference: Dibblee Geologic Map of the Hollywood Quadrangle

REGIONAL GEOLOGIC MAP

Proposed Mix Use Building Project

800-840 S. Fairfax Avenue, Los Angeles, CA 90036

FOR	DATE	PROJECT No.
830 Fairfax Owner II, LLC	01 / 27 / 2021	19-402-02

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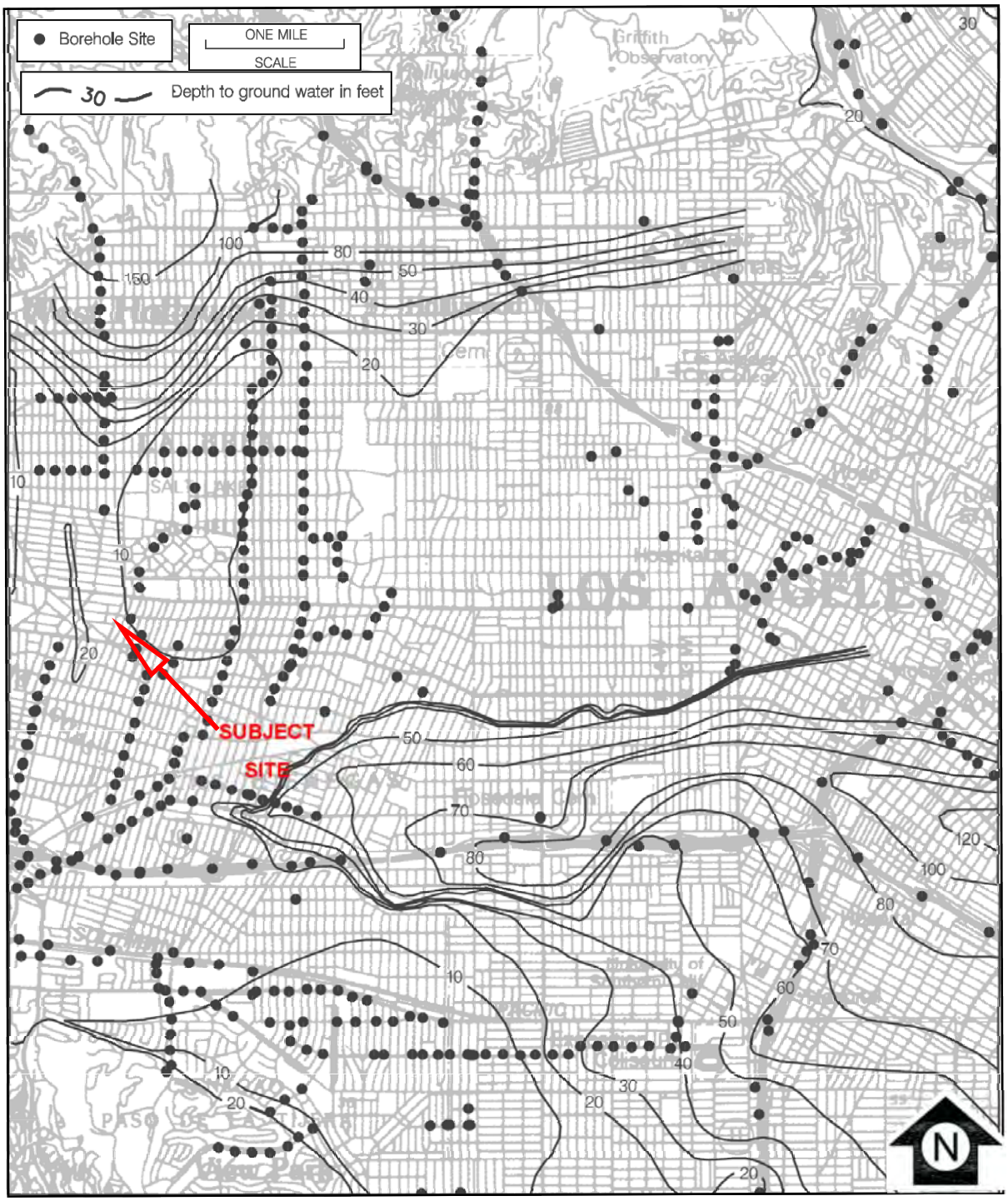
FIGURE No. 3



Reference: Hollywood 7.5 Minute Quadrangle

HISTORICALLY HIGHEST GROUNDWATER (Contour Map)

Proposed Mix Use Building Project

800-840 S. Fairfax Avenue, Los Angeles, CA 90036

FOR	DATE	PROJECT No.
830 Fairfax Owner II, LLC	01 / 27 / 2021	19-402-02

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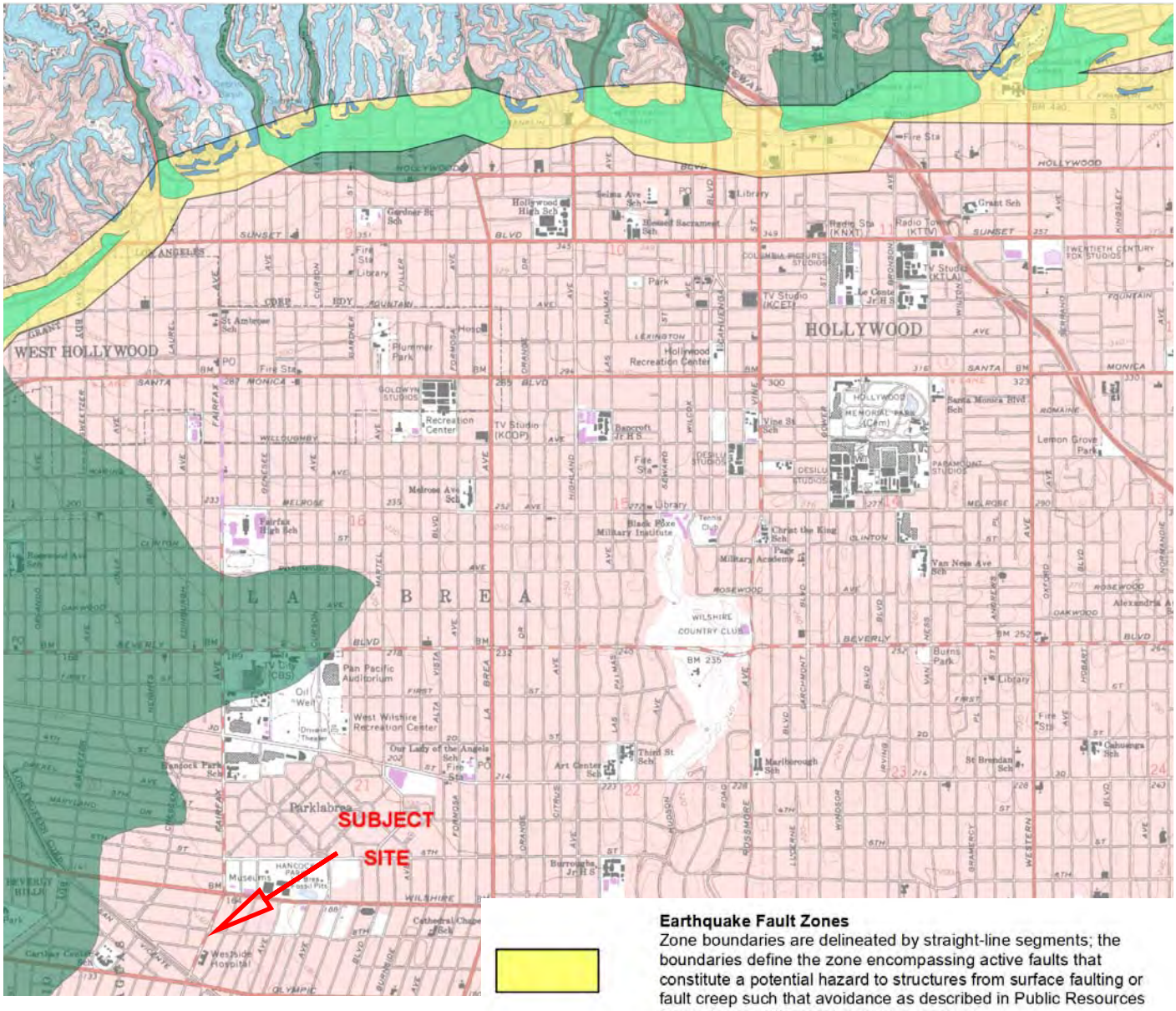
FIGURE No. 4



Earthquake Fault Zones
Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2621.5(a) would be required.

Liquefaction Zones
Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Reference: Earthquake Zones Beverly Hills Quadrangle

AP SEISMIC HAZARD ZONES MAP

Proposed Mix Use Building Project

800-840 S. Fairfax Avenue, Los Angeles, CA 90036

FOR	DATE	PROJECT No.
830 Fairfax Owner II, LLC	01 / 27 / 2021	19-402-02

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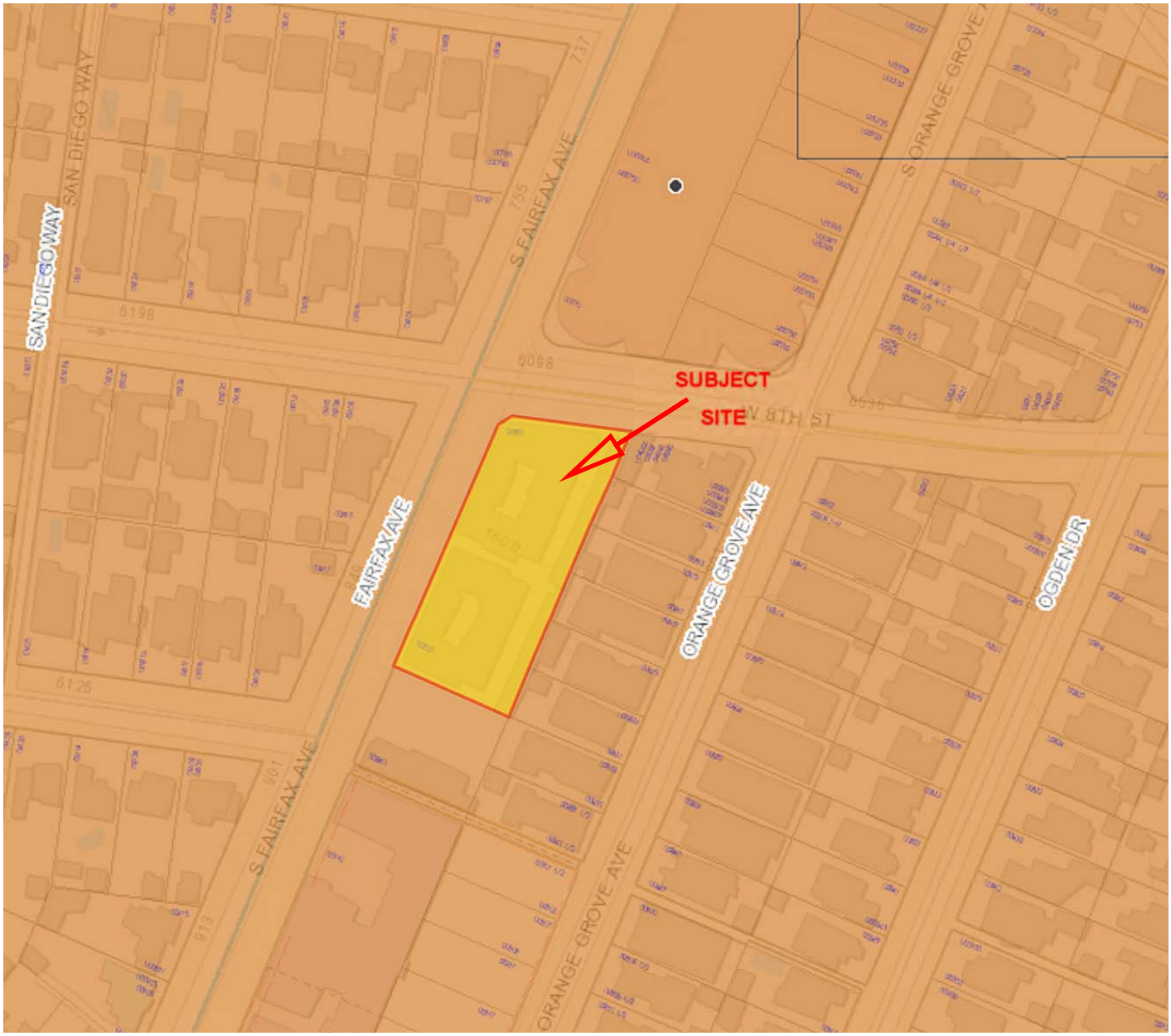
FIGURE No. 5



Oil/Gas Field (Inside LA County)

Oil Well

N

0 100 200ft

Reference: Navigate LA Map

OIL FIELDS MAP

Proposed Mix Use Building Project

800-840 S. Fairfax Avenue, Los Angeles, CA 90036

FOR	DATE	PROJECT No.
830 Fairfax Owner II, LLC	01 / 27 / 2021	19-402-02

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FIGURE No. 6

APPENDIX I
METHOD OF FIELD EXPLORATION

In order to define the subsurface conditions, five borings were drilled on the site. The approximate location of the drilled borings is shown on the enclosed Site Plan. The borings were drilled to a maximum depth of 31 feet with a hollow stem drilling machine.

Continuous logs of the subsurface conditions, as encountered in the test borings, were recorded during the field work and are presented on Figure Nos. I-1 through I-5 within this Appendix. These figures also show the number and approximate depths of each of the recovered soil samples.

Relatively undisturbed samples of the subsurface materials were obtained by driving a steel sampler with successive drops of a 140-pound standard sampling hammer free-falling a vertical distance of about 30 inches. The number of blows required for one foot of sampler penetration was recorded at the time of drilling and are shown on the log of exploratory borings. The relatively undisturbed soil samples were retained in brass liner rings 2.5 inches in diameter and 1.0 inch in height.

Field investigation for this project was performed on July 16, 2019. The materials excavated from the test borings were placed back and compacted upon completion of the field work. Such materials may settle. The owner should periodically inspect these areas and notify this office if the settlements create a hazard to person or property.

LOG OF BORING NO.1

19-402-02
800-840 S. Fairfax Ave., Los Angeles, CA 90036

Type: Hollow Stem Auger, With 140 Lb Hammer Logged by: David. Ohanian
Location: * See Site Plan *

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - △ % Moisture - ● 20 40 60 80	% -200
0			(SM) FILL: Moderately compact, slightly moist, medium brown, slightly silty sand with gravel.						
		■			26	12	126		
			(SM-ML) SAND: Dense, moist, light brown, fine sand-silt mixture.						
5		■			35	19	110		
			(ML-SM) SILT: Very stiff, moist, brown, silt-sand mixture.						
10		■	(SM-ML) SAND: Very dense, moist, grayish brown, sand- silt mixture.		48	13	122		
15		■	(SM) Grades to slightly silt more sandy.		46	11	123		
20		■	(ML) SILT: Very stiff, moist, brown, slightly sandy silt.		31	21	111		
			End of Boring @ 21' FT No Groundwater Encountered Methane Probes Installed @ 5' 10' 20'.						
25									
30									
35									

COMPLETION DEPTH: 21 DEPTH TO WATER> INITIAL:
DATE: July, 16 2019 FINAL:

LOG OF BORING NO.2

19-402-02
800-840 S. Fairfax Ave., Los Angeles, CA 90036

Type: Hollow Stem Auger, With 140 Lb Hammer Logged by: David. Ohanian
Location: * See Site Plan *

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - △ % Moisture - ● 20 40 60 80	% -200
0			(SM) FILL: Moderately compact, slightly moist, medium brown, slightly silty sand with gravel.		34	16	118		
5			(SM-ML) SAND: Very dense, moist, light brown, fine sand-silt mixture. (SM-ML) Grades to medium brown.		32	15	113		
10			(ML-SM) SILT: Very stiff, moist, brown, trace of clay, silt-sand mixture.		41	18	115		
15			(ML) Grades to less sandy silt.		37	19	110		
20			(ML) Similar as above.		43	18	115		
25			End of Boring @ 21' FT No Groundwater Encountered Methane Probes Installed @ 5' 10' 20'.						
30									
35									

COMPLETION DEPTH: 21 DEPTH TO WATER> INITIAL:
DATE: July, 16 2019 FINAL:

LOG OF BORING NO.3

19-402-02
800-840 S. Fairfax Ave., Los Angeles, CA 90036

Type: Hollow Stem Auger, With 140 Lb Hammer Logged by: David. Ohanian
Location: * See Site Plan *

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - △ % Moisture - ● 20 40 60 80	% -200
0			(SM) FILL: Moderately compact, slightly moist, medium brown, slightly silty sand with gravel.		34	5	109		
			(SP-SM) SAND: Dense, slightly moist, brown, fine to medium grained sand with gravel.		36	18	117		
5			(ML) SILT: Very stiff, moist, grayish brown, slightly clayey sandy silt.						
10			(CL) CLAY: Very stiff, moist, olive gray, slightly silty clay.		45	32	97		
15			(ML-SM) SILT: Very stiff, moist, olive gray, silt-sand mixture.		66	15	117		
20			(ML) Grades to greenish gray, slightly sandy		47	18	113		
25			(ML) SImilar as above.		37	18	116		
30			(ML-SM) Grades to hard, more sandy.		50	16	123		
			End of Boring @ 31' FT No Groundwater Encountered Percolation Pipe Installed @ 30' Perforated Section from: 20-30.						
35									

COMPLETION DEPTH: 31 DEPTH TO WATER> INITIAL:
DATE: July, 16 2019 FINAL:

LOG OF BORING NO.4

19-402-02
800-840 S. Fairfax Ave., Los Angeles, CA 90036

Type: Hollow Stem Auger, With 140 Lb Hammer Logged by: David. Ohanian
Location: * See Site Plan *

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - △ % Moisture - ● 20 40 60 80	% -200
0			(SM) FILL: Moderately compact, slightly moist, medium brown, slightly silty sand with gravel.		23	16	113		
			(SM-ML) SAND: Dense, moist, medium brown, fine grained sand-silt mixture.						
5			(ML) SILT: Stiff, moist, medium brown, slightly sandy silt.		22	21	107		
10			(SM-ML) SAND: Very Dense, moist, brown, fine grained sand-silt mixture.		41	16	111		
15			(ML-SM) SILT: Very stiff, moist, dark gray, slightly clay, silt-sand mixture.		44	19	115		
20			(ML) Grades to stiff.		30	21	106		
			End of Boring @ 21' FT No Groundwater Encountered Methane Probes Installed @ 5' 10' 20'.						
25									
30									
35									

COMPLETION DEPTH: 21
DATE: July, 16 2019

DEPTH TO WATER> INITIAL:
FINAL:

LOG OF BORING NO.5

19-402-02
800-840 S. Fairfax Ave., Los Angeles, CA 90036

Type: Hollow Stem Auger, With 140 Lb Hammer Logged by: David. Ohanian
Location: * See Site Plan *

DEPTH, FT	SYMBOL	SAMPLES	DESCRIPTION OF MATERIAL	SPT BLOWS/FT	BLOWS PER FT	% Moisture	UNIT DRY WT LB/CU FT	% -200 - △ % Moisture - ● 20 40 60 80	% -200
0			(SM) FILL: Moderately compact, slightly moist, medium brown, slightly silty sand with gravel.		14	15	116		
5			(SM-ML) SAND: Medium dense, moist, medium brown, fine grained sand-silt mixture. (SM-ML) Grades to brown, dense.		22	17	112		
10			(SM-ML) SImilar as above.		33	16	117		
15			(SM-ML) SImilar as above		33	16	116		
20			(SM-ML) Grades to very dense.		40	17	110		
25			End of Boring @ 21' FT No Groundwater Encountered Methane Probes Installed @ 5' 10' 20'.						
30									
35									

COMPLETION DEPTH: 21 DEPTH TO WATER> INITIAL:
DATE: July, 16 2019 FINAL:

MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAME
COARSE GRAINED SOILS (More than 50% of material is LARGER than No. 200 sieve size)	GRAVELS (More than 50% of coarse fraction is LARGER than the No. 4 sieve size)	CLEAN GRAVELS (Little or no fines)	GW	Well graded gravels, gravel - sand mixtures, little or no fines.
			GP	Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GRAVELS WITH FINES (Appreciable amt. of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SANDS (More than 50% of coarse fraction is SMALLER than the No. 4 sieve size)	CLEAN SANDS (Little or no fines)	SW	Well graded sands, gravelly sands, little or no fines.
			SP	Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amt. of fines)	SM	Silty sands, sand-silt mixtures.
			SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS (More than 50% of material is SMALLER than No. 200 sieve size)	SILTS AND CLAYS (Liquid limit LESS than 50)		ML	Organic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Organic clay of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS (Liquid limit GREATER than 50)		MH	Organic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.
			CH	Organic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

BOUNDARY CLASSIFICATIONS: Soils possessing characteristics of two groups are designated by combinations of group symbols.

PARTICLE SIZE LIMITS

UNIFIED SOIL CLASSIFICATION SYSTEM

JOB NAME : Propose Multi-Family Residential Building Project
800-840 Fairfax Avenue,
Los Angeles, CA 90036

JOB No. 19-402-02

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FIGURE No. I-6

APPENDIX II
LABORATORY TESTING PROCEDURES

Moisture Density

The moisture-density information provides a summary of soil consistency for each stratum and can also provide a correlation between soils found on this site and other nearby sites. The tests were performed using ASTM D 2216-04 Laboratory Determination of water content Test Method. The dry unit weight and field moisture content were determined for each undisturbed sample, and the results are shown on log of exploratory borings.

Shear Tests

Shear tests were made with a direct shear machine at a constant rate of strain. The machine is designed to test the materials without completely removing the samples from the brass rings. The rate of shear was determined through determination of the rate of consolidation of the foundation bearing materials. For the proposed project, a rate of 0.005 was selected.

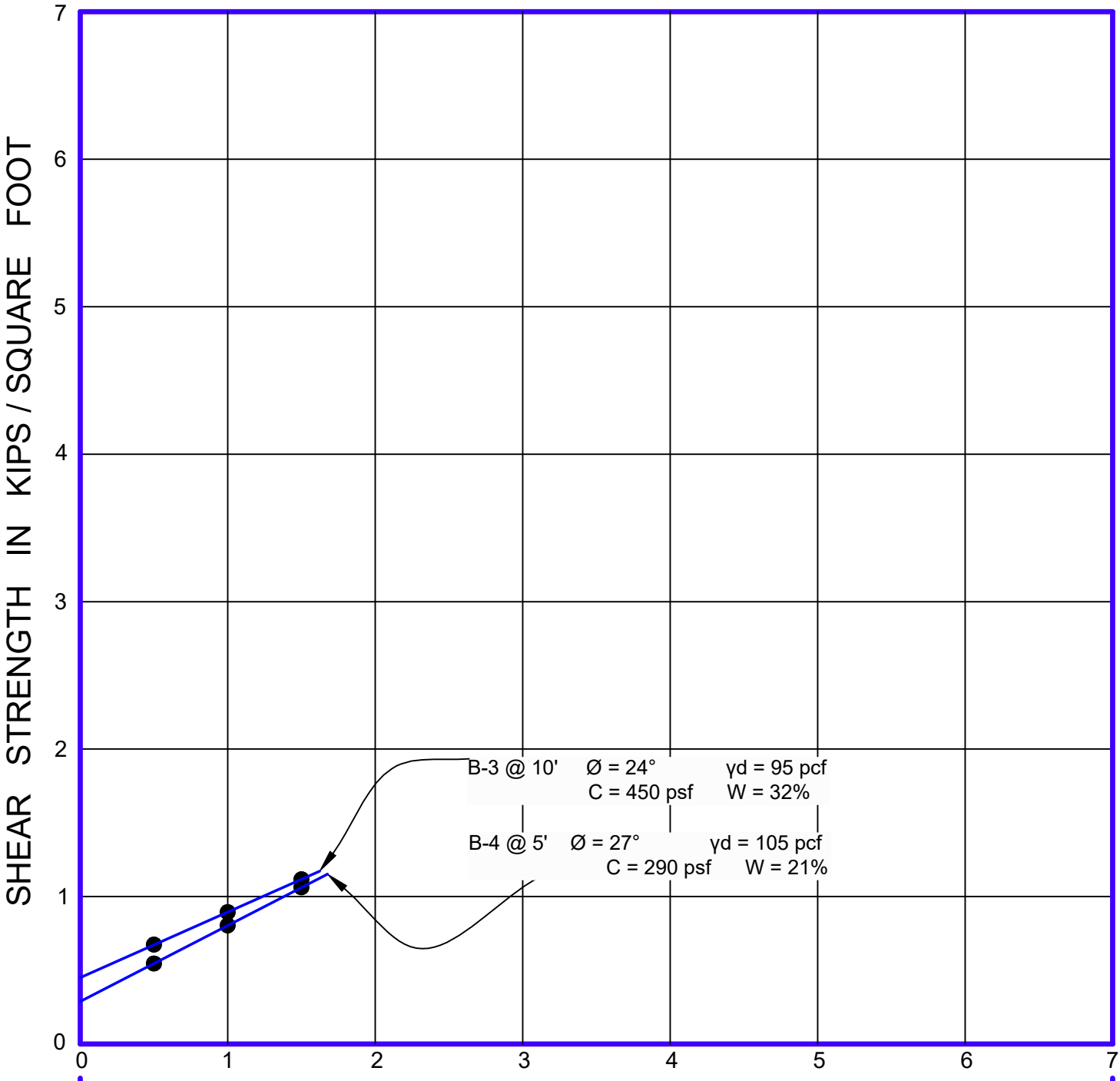
A range of normal stresses was applied vertically, and the shear strength was progressively determined at each load in order to determine the internal angle of friction and the cohesion. The tests were performed using ASTM D 3080-04 Laboratory Direct Shear Test Method. The Ultimate shear strength results of direct shear tests are presented on Figure No. II-1 within this Appendix.

Consolidation

The apparatus used for the consolidation tests is designed to receive the undisturbed brass ring of soil as it comes from the field. Loads were applied to the test specimen in several increments, and the resulting deformations were recorded at time intervals. Porous stones were placed in contact with the top and bottom of the specimen to permit the ready addition or release of water. ASTM D 2435-04 Laboratory Consolidation Test Method.

Undisturbed specimens were tested at the field and added water conditions. The test results are shown on Figure No. II-2 within this Appendix.

NORMAL STRESS IN KIPS / SQUARE FOOT



DIRECT SHEAR TESTS

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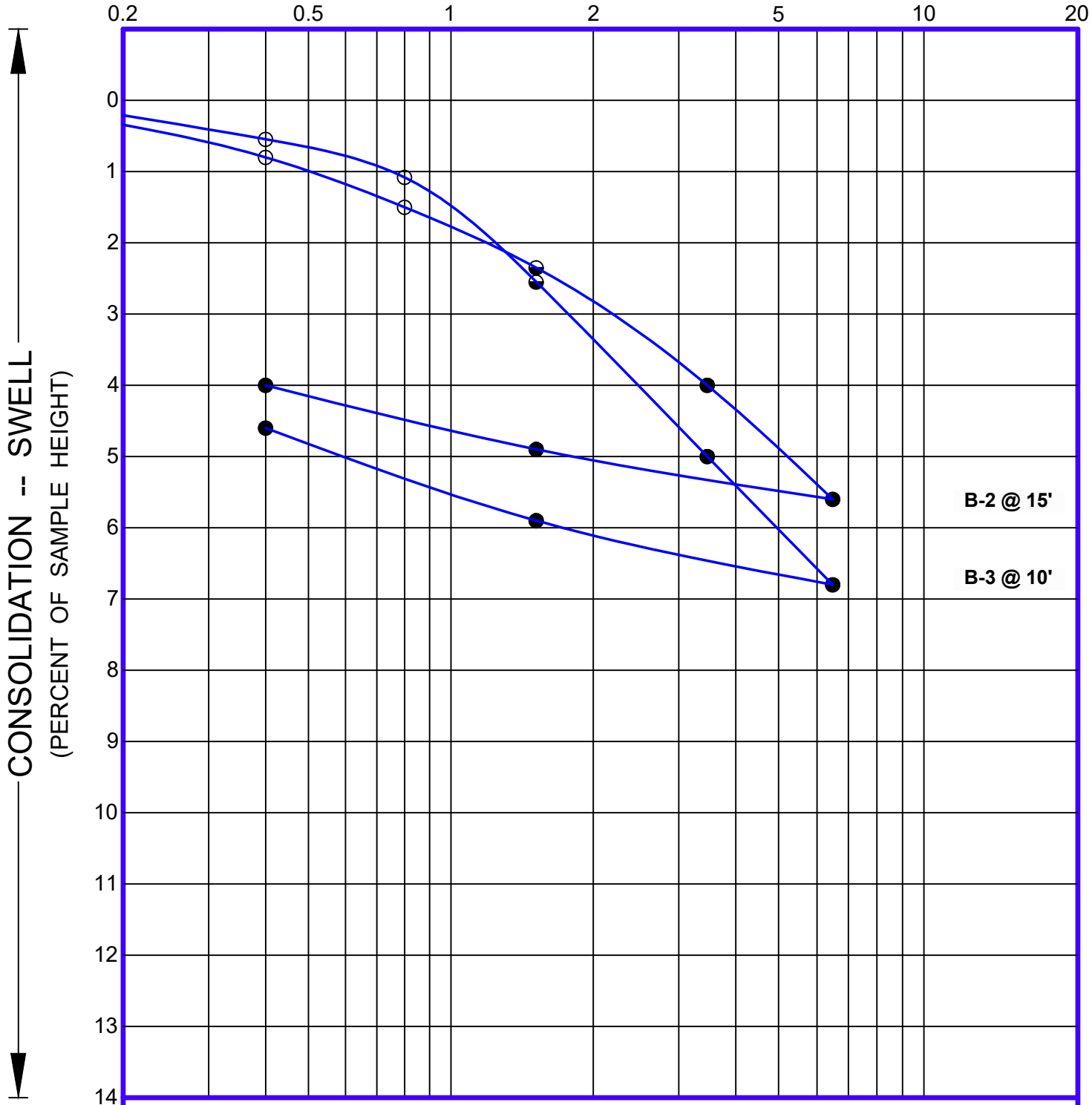
Applied Earth Sciences GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS www.aessoil.com (818) 552-6000	FIGURE No. II - 1

PRESSURE IN KIPS PER SQUARE FOOT



SWELL - CONSOLIDATION TESTS

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FIGURE No. II - 2

Appendix D-2

Paleontological Resources Report

Paleontological Resources Assessment for the 800–840 South Fairfax Avenue Project, Los Angeles, California

FEBRUARY 3, 2021

PREPARED FOR

830 Fairfax Owner II, LLC

PREPARED BY

SWCA Environmental Consultants

Paleontological Resources Assessment for the 800–840 South Fairfax Avenue Project, Los Angeles, California

Prepared for

830 Fairfax Owner II, LLC
3960 Howard Hughes Parkway, Suite 150
Las Vegas, Nevada 89169
Attn: Chris Clifford

Prepared by

Alyssa Bell, Ph.D.

SWCA Environmental Consultants
51 West Dayton Street
Pasadena, California 91105
(626) 240-0587
www.swca.com

SWCA Project No. 61263

February 3, 2021

MANAGEMENT SUMMARY

Purpose and Scope: 830 Fairfax Owner II, LLC (the Project applicant), retained SWCA Environmental Consultants (SWCA) to conduct a paleontological resources assessment in support of the proposed 800-840 South Fairfax Avenue Project (Project) in the city and county of Los Angeles, California. The Project applicant proposes to demolish two residential buildings, while retailing an existing commercial building, and construct a mixed-use eight-story building with open space and parking area on a 1.06-acre parcel located at 800-840 South Fairfax Avenue (Project site). The Project design includes construction of one subterranean and two at- and above-grade parking levels. The construction of the subterranean parking structure requires excavation and grading to a depth sufficient to complete the perimeter wall footings and basement slabs, which is expected to range between 8 and 14 feet below grade. The following study was conducted to analyze the potential impacts this Project may have on paleontological resources located in the Project site to comply with the California Environmental Quality Act (CEQA). The following report documents the methods, including a confidential records search of Natural History Museum of Los Angeles County (LACM) and a survey of the relevant scientific literature and geologic mapping, used to evaluate the likelihood of paleontological resources within the Project site.

Dates of Investigation: SWCA received the results of a museum records search from the LACM on August 4, 2020.

Summary of Findings: Geologic mapping shows the surficial geology of the Project site consists of alluvial deposits that date to the late Pleistocene, with asphaltic alluvial deposits possibly present in the subsurface. The LACM museum records search indicated the museum has a number of localities in older alluvial sediments in the vicinity of the Project site, including the La Brea Tar Pits at Hancock Park, just north of the Project site. A review of the scientific literature provided context for these and other fossil discoveries. Analysis of these data allowed the assignment of Society of Vertebrate Paleontology paleontological potential of High to the older alluvium present at the surface and at depth within the Project site.

Conclusion: The depth of excavation within the Project site is approximately 15 feet below the surface, which would require excavation of the underlying alluvial sediments and removal of the overlying artificial fill. The potential for paleontological resources to be present in the Project site is high. Therefore, this report contains measures designed to reduce potential impacts to less than significant levels. These measures include: retaining a qualified paleontologist to prepare and implement a Paleontological Monitoring and Mitigation Program that includes fulltime paleontological monitoring of all excavations in previously undisturbed sediments, implementing a Worker Environmental Awareness Program, and the salvage and museum curation of any significant fossils encountered during Project activities. Compliance and adherence to these measures will reduce impacts of the Project to paleontological resources to a less-than-significant level as required by CEQA.

Disposition of Data: This report will be on file with 830 Fairfax Owner II, LLC and SWCA's Pasadena Office.

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CONTENTS

Appendices

Figures

Tables

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INTRODUCTION

830 Fairfax Owner II, LLC (the Project applicant) retained SWCA Environmental Consultants (SWCA) to conduct a paleontological resources assessment for the proposed 800-840 South Fairfax Avenue Project (Project) in the City of Los Angeles, California. The Project applicant proposes to demolish two residential buildings and retain one existing commercial building, and construct a mixed-use eight-story building with open space and parking area on a 1.06-acre parcel located at 800-840 South Fairfax Avenue (Project site). The following study was conducted to analyze any potential impacts this Project may have on paleontological resources located in the Project site to comply with the California Environmental Quality Act (CEQA). The following report documents the methods, including a confidential records search of Natural History Museum of Los Angeles County (LACM) and a survey of the relevant scientific literature and geologic mapping, used to evaluate the likelihood of paleontological resources within the Project site.

SWCA Paleontological Principal Investigator Alyssa Bell, Ph.D., conducted the paleontological assessment presented herein and authored this report. SWCA Paleontological Principal Investigator Russell Shapiro, Ph.D., reviewed the report. Cultural Resources Project Manager Chris Millington, M.A., Registered Professional Archaeologist (RPA), served as project manager and provided additional quality assurance/quality control. Figures were generated by Chris Millington and SWCA GIS technician Katie Bonser. Copies of the report are on file with SWCA's Pasadena Office.

PROJECT DESCRIPTION

The Project site is at 800-840 South Fairfax Avenue the City of Los Angeles, California (Figure 1). The Project site is in the Mid-Wilshire neighborhood of Los Angeles on a 1.06-acre parcel (assessor's parcel numbers 5086-008-010 and 5086-008-012). The site is a currently occupied by two residential buildings, once commercial restaurant building, and a paved surface parking lot. The site is bounded by Fairfax Avenue to the west, 8th Street to the north, a commercial property to the south, and residential single-family homes to the east (Figure 2). This location is plotted in an unsectioned portion of Township 1 South, Range 14 West as depicted on the U.S. Geological Survey (USGS) Hollywood, California, 7.5-minute topographic quadrangle (Figure 3).

The Project consists of the demolition of two existing buildings occupied by residential units (the existing commercial building would be retained) and the construction of a new 8-story mixed-use building with up to 209 multiple family dwelling units and approximately 2,653 square feet of ground floor commercial/restaurant uses for a total floor area of approximately 189,115 square feet. The Project would provide approximately 239 parking spaces contained in one subterranean and two at- and above-grade parking levels. The building currently occupied by a restaurant (Tom Bergin's) is located at 840 South Fairfax Avenue, and would be retained as part of the Project and will not be demolished.

Ground disturbances from demolition and excavation would occur within all portions of the Project site except for the area occupied by the restaurant building. Demolition activities are expected to occur during the removal of the existing buildings, foundations, pavement, surface structures, hardscaping elements, utilities, and general site preparation work. Ground disturbances associated with the demolition would likely occur within the near-surface, estimated at approximately 2 feet below grade. The construction of the subterranean parking structure requires excavation and grading to a depth sufficient to complete the perimeter wall footings and basement slabs, which is expected to range between 8 and 14 feet below grade (including over-excavation).

Figure 1. Project location within Los Angeles County.

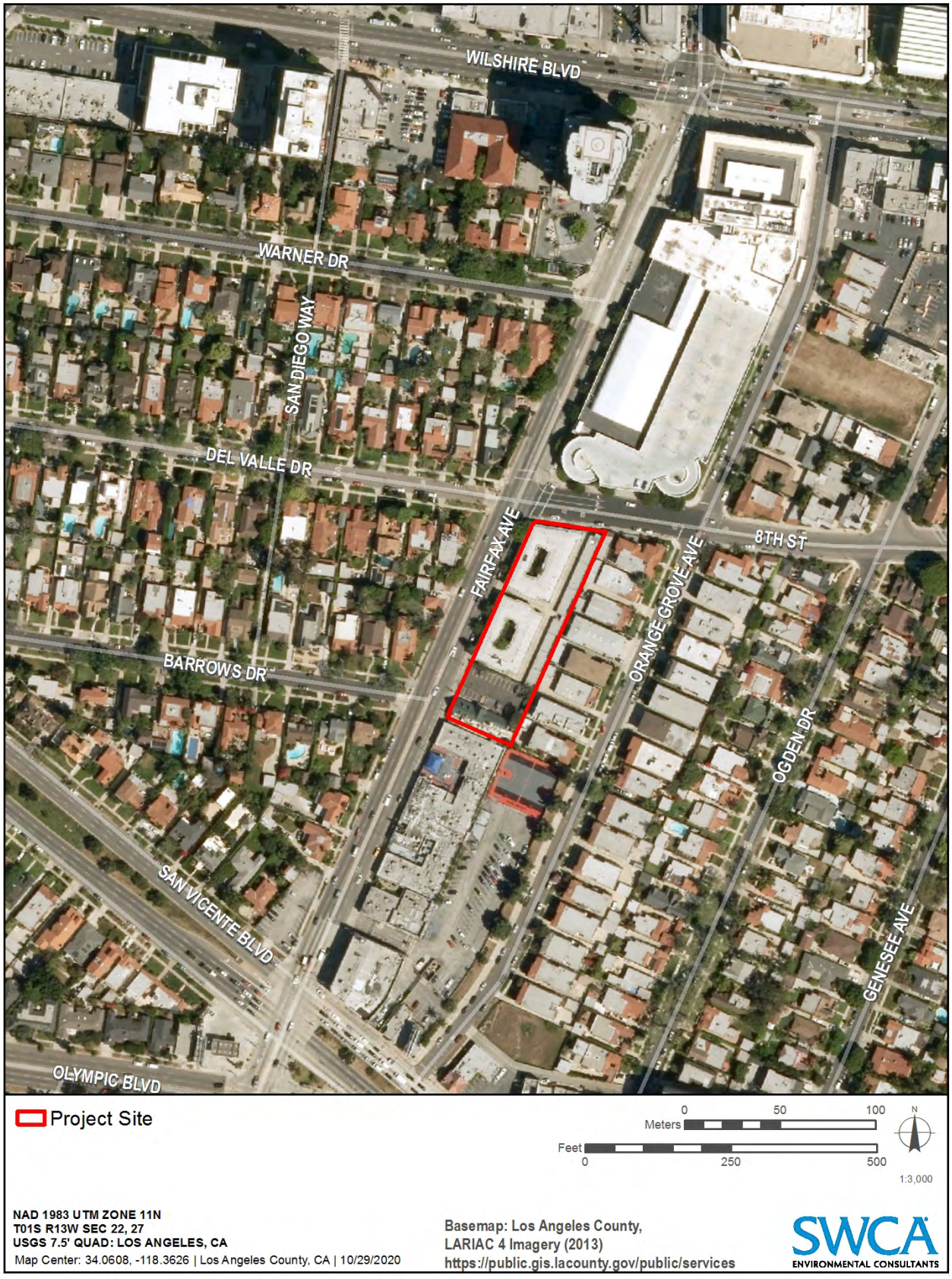

Figure 2. Project site plotted on a 2013 aerial photo.

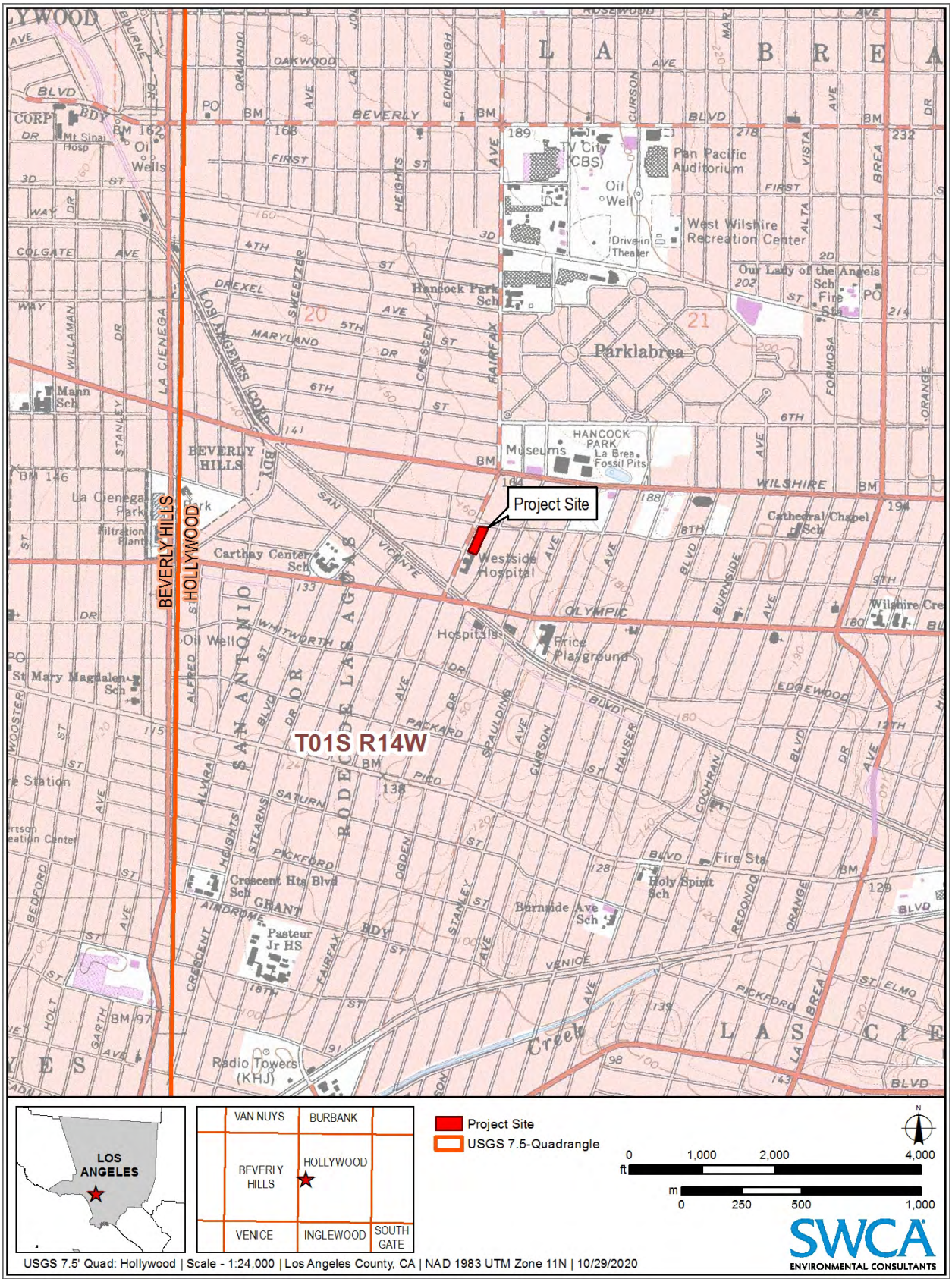

Figure 3. Project site plotted on USGS Hollywood, California, 7.5-minute topographic quadrangle.

REGULATORY SETTING

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under federal and state laws and regulations. This study satisfies project requirements in accordance with state and local regulations, and was conducted as means of characterizing the existing conditions consistent with the application of the screening criteria defined in Appendix G of the CEQA Guidelines (as amended December 28, 2018). This analysis also complies with guidelines and criteria specified by the Society of Vertebrate Paleontology (2010).

State Regulations

California Environmental Quality Act (CEQA)

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on paleontological resources. Guidelines for the Implementation of CEQA, as amended December 1, 2016 (Title 14, Chapter 3, California Code of Regulations 15000 et seq.), define procedures, types of activities, persons, and public agencies required to comply with CEQA. Section VII(f) of the Environmental Checklist asks whether a project would directly or indirectly destroy a unique paleontological resource and result in impacts to the environment.

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor, and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

Local Regulations

City of Los Angeles General Plan

The Conservation Element of the City of Los Angeles General Plan (2001) recognizes paleontological resources in Section 3: “Archeological and Paleontological” (II-3), and contains an objective (II-5) to protect the city’s archaeological and paleontological resources for historical, cultural, research and/or

educational purposes. The General Plan includes the policy to "continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities." The General Plan also states:

> Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bona fide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site. If significant paleontological resources are uncovered during project execution, authorities are to be notified and the designated paleontologist may order excavations stopped, within reasonable time limits, to enable assessment, removal or protection of the resources (City of Los Angeles 2001:II-5).

The City of Los Angeles' CEQA Thresholds of Significance Guide (City of Los Angeles, 2006) Section D:1 specifies that the determination of significance for paleontological resources shall be made on a case-by-case basis, taking into consideration the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a paleontological resource; and
- Whether the paleontological resource is of regional or statewide significance. [City of Los Angeles, 2006]

METHODS

The following section presents an overview of the methodology used to identify the potential for paleontological resources within the Project site. This report is based on a desktop review of available scientific literature, geologic maps, and a records search from the LACM. This report conforms to industry standards as developed by the SVP (1995, 2010) and described in Murphey et al. (2019). The purpose of this analysis is to 1) determine whether any previously recorded fossil localities occur in the Project site; 2) if so, assess the potential for disturbance of these localities during construction; and 3) evaluate the paleontological potential of the Project site.

Professional Standards

The SVP has established standard guidelines that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation (1995, 2010). Most practicing professional vertebrate paleontologists adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state regulatory agencies with paleontological laws, ordinances, regulations, and standards accept and use the professional standards set forth by the SVP.

As defined by the SVP (2010:11), significant paleontological resources are:

> fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years).

Numerous paleontological studies have developed criteria for the assessment of significance for fossil discoveries (e.g., Eisentraut and Cooper 2002, Murphey et al. 2019, Scott and Springer 2003). In general, these studies assess fossils as significant if one or more of the following criteria apply:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; or
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

A geologic unit known to contain significant fossils is considered sensitive to adverse impacts if there is a high probability that earth-moving or ground-disturbing activities in that rock unit will either disturb or destroy fossil remains directly or indirectly. This definition of sensitivity differs fundamentally from the definition for archaeological resources as follows:

> It is extremely important to distinguish between archaeological and paleontological (fossil) resource sites when defining the sensitivity of rock units. The boundaries of archaeological sites define the areal extent of the resource. Paleontological sites, however, indicate that the containing sedimentary rock unit or formation is fossiliferous. The limits of the entire rock formation, both areal and stratigraphic, therefore define the scope of the paleontological potential in each case. [SVP 1995]

Many archaeological sites contain features visually detectable on the surface. In contrast, fossils are often contained within surficial sediments or bedrock, and are therefore not observable or detectable unless exposed by erosion or human activity.

In summary, paleontologists cannot know either the quality or quantity of fossils prior to natural erosion or human-caused exposure. As a result, even in the absence of fossils on the surface, it is necessary to assess the sensitivity of rock units based on their known potential to produce significant fossils elsewhere within the same geologic unit (both within and outside the study area), a similar geologic unit, or based on whether the unit in question was deposited in a type of environment known to be favorable for fossil preservation. Monitoring by experienced paleontologists greatly increases the probability that fossils will be discovered during ground-disturbing activities and that, if these remains are significant, successful mitigation and salvage efforts may be undertaken to prevent adverse impacts to these resources.

Paleontological Potential

Paleontological potential is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources," the SVP (2010:1–2) defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential:

High Potential. "Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcaniclastic formations (e.g., ash or tephra), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e.g., middle Holocene and older, fine-grained fluvial sandstone, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstone, fine-grained marine sandstone, etc.). Paleontological potential consists of both a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, plant, or trace fossils and b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, paleoecologic, taphonomic, biochronologic, or stratigraphic data. Rock units which contain potentially datable organic remains older than late Holocene, including deposits associated with animal nests or middens, and rock units which may contain new vertebrate deposits, traces, or trackways are also classified as having high potential."

Low Potential. "Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e.g., basalt flows or Recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils."

Undetermined Potential. "Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy."

No Potential. "Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection or impact mitigation measures relative to paleontological resources." (SVP 2010:1–2)

RESULTS

Geological Setting

The Project site is located in the Los Angeles Basin, a structural depression approximately 50 miles long and 20 miles wide in the northernmost Peninsular Ranges Geomorphic Province (Ingersoll and Rumelhart 1999). The Los Angeles Basin developed as a result of tectonic forces and the San Andreas fault zone, with subsidence occurring 18 to 3 million years ago (Mya) (Critelli et al. 1995). While sediments dating back to the Cretaceous (66 Mya) are preserved in the basin, continuous sedimentation began in the middle Miocene (around 13 Mya) (Yerkes et al. 1965). Since that time, sediments have been eroded into the basin from the surrounding highlands, resulting in thousands of feet of accumulation (Yerkes et al. 1965).

Most of these sediments are marine, until sea level dropped in the Pleistocene and deposition of the alluvial sediments that compose the uppermost units in the Los Angeles Basin began.

The Los Angeles Basin is subdivided into four structural blocks, with the Project site occurring in the Central Block, where sediments range from 32,000 to 35,000 feet thick (Yerkes et al. 1965). The Central Block is wedge-shaped, extending from the Santa Monica Mountains in the northwest, where it is about 10 miles wide, to the San Joaquin Hills to the southeast, where it widens to around 20 miles across (Yerkes et al. 1965).

The geology in the Project site has been mapped by Yerkes (1997) at a scale of 1:24,000 (Figure 4). The Project site is composed of older alluvium (Qao) that dates to the late Pleistocene (over 11,700 years old) and consists of moderately consolidated gravel, sand, silt, and clay that is slightly to well cemented and exhibits some dissection, derived as eroded sediment from the Santa Monica Mountains that are to the northwest of the Project site.

Rapid sedimentation into the Los Angeles Basin resulted in the preservation of the organic content of much of the marine sediments, forming the most productive oil-producing district in California (Yerkes et al. 1965). Due to the proximity of several petroleum reservoirs in the subsurface of the Los Angeles Basin around the Project site, alluvial sediments in this part of the basin are often saturated with asphalt. The Project site is just south of the Salt Lake Oil Field, which is roughly centered along Beverly Boulevard (Dibblee and Ehrenspeck 1991). These oil-producing sediments are relevant to the paleontology of the area, as they are the cause of the world-famous La Brea Tar Pits, located at Hancock Park approximately 0.5 km northeast of the Project site. The asphaltic sands of the La Brea Tar Pits formed when petroleum seeped upward into the overlying alluvial sediments (Spencer et al. 2003). In places where the petroleum reached the surface, sticky pools of asphalt were left behind as the lighter petroleum products evaporated (Akersten et al. 1983). These pools would then trap most organisms that came into contact with it, everything from pollen and plant seeds to mammoths, analogous to how fly-paper or quick sand works (Harris 2015). This mechanism is reflected in the composition of macrofauna discovered at the Tar Pits, which are 90% carnivores (Friscia et al. 2008). Bones could also be transported and entrapped in the asphaltic sediments through normal fluvial processes (Spencer et al. 2003). Once entrapped, the asphalt impregnates the bones of animals, contributing to their excellent preservation.

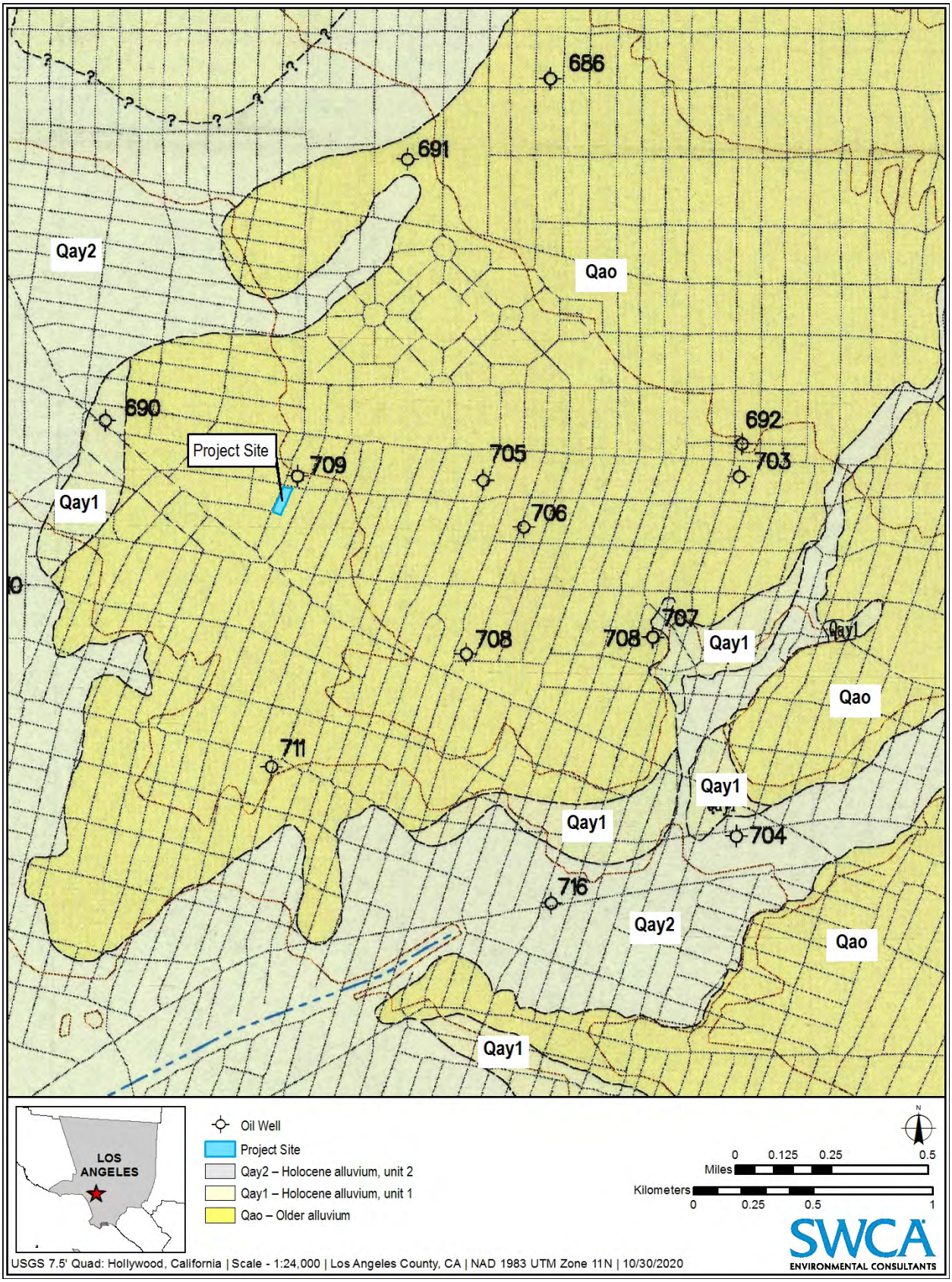

Figure 4. Geologic map of the Project site (Yerkes 1997).

The Tar Pits have a long record of human use, dating back to Native Americans who collected the asphalt for use in roofing (Seaman 1914). Records of bones being discovered in the La Brea Tar Pits go back to the 1800s; however, these bones were widely regarded as modern domesticated and wild animals that had fallen into the traps (Seaman 1914), and it was not until 1877 that the first extinct organism, a *Smilodon* (saber-toothed cat), was reported (Denton 1877). The first scientific excavations at the Tar Pits began in 1907 (Seaman 1914) and continue today under the direction of the Page Museum. The specimens in the Tar Pits are up to 40,000 years old (late Pleistocene), with over 500 species described thus far (Harris 2007). Taxa preserved in the asphaltic deposits range from typical Ice Age fauna such as saber-toothed cat, mammoth, sloth, bison, and dire wolf to a diverse array of microfossils such as rodents, small reptiles and amphibians, insects, pollen and plant remains, and also include some of the oldest human remains in California (Harris 2007, Pham 2015). At this time, over three million specimens have been collected from the deposits in and around Hancock Park (Pham 2015), with excavations continuing today, making the site the richest fossil locality in the world.

The most recent excavations in and around Hancock Park are at Pit 91, which is an ongoing excavation begun in 1913 and continuing today, and Project 23, to the west of Hancock Park at the Los Angeles County Museum of Art (LACMA), 0.5 km north of the Project site. Pit 91 was initially excavated from 1913-1915, with excavations resuming in 1969 and continuing to the present (Friscia et al. 2008). Since the re-opening of the pit, 320 species have been recovered from the site (Harris 2007). Today the site is actively excavated during the summer months. During the 2017 field season, 3,300 specimens were recovered, including the skulls of saber-toothed cats and dire wolves, ground sloth bones, and the first confirmed juvenile mammoth from Pit 91 (La Brea Tar Pits & Museum 2017). Pit 91 has currently been excavated to a depth of 15 feet, with an estimated 3-8 feet of asphaltic deposits remaining further below ground (La Brea Tar Pits & Museum 2017). Another recent excavation of note is Project 23, which resulted from paleontological mitigation work for the LACMA Transformation Project. During construction activities for that project from 2006-2008, fossiliferous asphaltic deposits as well as a non-asphaltic nearly complete mammoth specimen were discovered (Rice et al. 2015). In all, 16 fossiliferous asphaltic deposits were crated into 23 wooden boxes, with a total of 383 cubic meters of material collected (ArchaeoPaleo Resource Management, Inc. 2014). The crated deposits are still being processed, with estimates of the number of fossils contained within ranging from one to three million (ArchaeoPaleo Resource Management, Inc. 2014).

In addition to the asphaltic sediments present in the subsurface beneath and around Hancock Park, non-asphaltic old alluvial sediments have a rich fossil history in southern California, including the Los Angeles Basin (Jefferson 1991a and b, McDonald and Jefferson 2008, Miller 1971, Reynolds and Reynolds 1991, Springer et al. 2009). The most common Pleistocene terrestrial mammal fossils include the bones of mammoth, bison, deer, and small mammals, but other taxa, including horse, lion, cheetah, wolf, camel, antelope, peccary, mastodon, capybara, and giant ground sloth, have been reported (Graham and Lundelius 1994), as well as reptiles such as frogs, salamanders, and snakes (Hudson and Brattstrom 1977). In addition to illuminating the striking differences between Southern California in the Pleistocene and today, this abundant fossil record has been vital in studies of extinction (e.g., Barnosky et al. 2004, Sandom et al. 2014, Scott 2010), ecology (e.g., Connin et al. 1998), and climate change (e.g., Roy et al. 1996).

This rich fossil history is reflected in the collections of the LACM, which has numerous fossil localities in Pleistocene-aged alluvium throughout the Los Angeles Basin, including the La Brea Tar Pits described above. The closest known LACM localities to the Project site are shown in Table 1, the closest of which is 0.38 km northeast of the Project site (LACM 2020).

Table 1. LACM fossil localities near the Project site

Locality Number	Location	Distance to Project site	Formation	Taxa	Depth (below ground surface)
LACM IP 1198	Wilshire Boulevard, west of Spaulding Avenue	0.38 km	Older alluvium, asphaltic	Molluscs	44 feet
LACM IP 289	Wilshire Boulevard and Crescent Street	0.39 km	Older alluvium, asphaltic	Invertebrates	Unknown
La Brea Tar Pits	Hancock Park	0.53 km	Older alluvium, asphaltic	500+ species of plants and animals	Varied
LACM VP 1238	Olympic Avenue and Alvira Street	0.71 km	Older alluvium	Mammoth (*Mammuthus*)	13 feet
LACM VP 7669	Schumacher Street and San Vincente Boulevard	0.8 km	Older alluvium	Bison (*Bison*), sloth (*Edentata*)	Unknown
LACM VP 1724	Wilshire Boulevard and Hauser Boulevard	1.03 km	Older alluvium, asphaltic	Pond turtle (*Clemmys marmorata),* bird (Aves), racoon (Procyonidae), sabretooth cat (*Smilodon fatalis)*, dire wolf (*Canis dirus)*, coyote (*Canis latrans)*, pronghorn antelope (*Capromeryx minor)*, and bison (*Bison)*	8 feet

Sensitivity Assessment

The review of the literature and the records of the LACM presented above were used to assign the SVP's paleontological potential rankings to the geologic units present in the Project site. Due to the abundant fossil resources recorded by the LACM in older alluvial sediments, particularly asphaltic sediments, older alluvium is assigned high paleontological sensitivity.

CONCLUSION

While no previously recorded paleontological resources have been identified within the Project site, the proximity of numerous fossil localities within 1 km of the Project site, including the richest fossil assemblage in the world at the La Brea Tar Pits just 0.5 km north of the Project site, indicates the old alluvium sediments that make up the surface and subsurface of the Project site have High paleontological potential. The depth of excavation for the Project is approximately 14 feet below the surface within the Project site, which would require excavation of the underlying alluvial sediments and removal of the overlying artificial fill. Should fossils be encountered during grading, excavation, or other soil disturbing activities from the Project, they would be at risk for damage or destruction from construction activities, which would constitute an impact under CEQA. The implementation of appropriate mitigation measures will ensure that should fossils be encountered, they are assessed for significance and, if significant, salvaged and curated with an accredited repository. This will reduce the impacts to fossil resources from the Project to less than significant.

Accordingly, to ensure that potential impacts to paleontological resources that may be present in the Project site are clearly less than significant, SWCA recommends the mitigation measures outlined below. The mitigation measures have been developed in accordance with and incorporate the performance standards of the SVP (1995, 2010) and industry best practices (Murphy et al. 2019), the guidelines of the City of Los Angeles *General Plan Conservation Element* (2001), and the recommendations of the Southern California Association of Governments 2020–2045 Regional Transportation

Program/Sustainable Communities Strategy Environmental Impact Report (2020). These measures will reduce impacts to paleontological resources to a less-than-significant level.

MM-GEO-1: A Project Paleontologist shall be retained. A Project Paleontologist is defined as one who meets the Society of Vertebrate Paleontology (SVP) standards, has experience working with asphaltic fossil deposits, is approved by the Natural History Museum of Los Angeles County (LACM). The Project Paleontologist will prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). This plan will address specifics of monitoring and mitigation and comply with the recommendations of the SVP's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. This plan will be subject to the approval of the LACM and submitted to them for review before ground disturbance begins.

MM-GEO-2: The Project Paleontologist will develop a Worker's Environmental Awareness Program (WEAP) to train the construction crew on the legal requirements for preserving fossil resources as well as procedures to follow in the event of a fossil discovery. This training program will be given to the crew before ground-disturbing work commences and will include handouts to be given to new workers as needed.

MM-GEO-3: All ground disturbances in the Project site that occur in previously undisturbed older alluvial sediments that have high paleontological potential will require monitoring. Monitoring should be conducted by a Paleontological Monitor, who meets the standards defined in the SVP's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Should asphaltic sediments be encountered during excavations, the monitor must also have prior experience or training working in asphaltic sediments and meet the approval of the LACM. Monitoring will be conducted in accordance with the PRMMP and under the supervision of the Project Paleontologist. The Project Paleontologist may periodically inspect construction activities to adjust the level of monitoring in response to subsurface conditions. Full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Project Paleontologist and the LACM. Paleontological monitoring will include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments. The monitor will have authority to temporarily divert activity away from exposed fossils to evaluate the significance of the find and, should the fossils be determined significant, professionally and efficiently recover the fossil specimens and collect associated data. Paleontological monitors will record pertinent geologic data and collect appropriate sediment samples from any fossil localities. When monitoring work is completed, the Project Paleontologist shall prepare a report of the findings of the monitoring plan after construction is completed.

MM-GEO-4: In the event of a fossil discovery, whether by the paleontological monitor or a member of the construction crew, all work will cease in a 15-m (50-foot) radius of the find while the Project Paleontologist assesses the significance of the fossil and document its discovery. Should the fossil be determined significant, it will be salvaged following the procedures and guidelines of the SVP (1995, 2010) and in consultation with the LACM. Recovered fossils will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository is the LACM. A repository will be identified and a curatorial arrangement will be signed prior to collection of the fossils.

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APPENDIX A

Natural History Museum of Los Angeles County Paleontological Records Search

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Appendix E

Phase I ESA

Gaston
& Associates
a California Corporation

Environmental Consulting | Environmental Litigation & Transactional Support

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April 22, 2019

Mr. Chris Clifford
830 Fairfax Owner II, LLC
A Delaware Limited Liability Company
3960 Howard Hughes Parkway, Suite 150
Las Vegas, NV 89169

Subject: Phase I Environmental Site Assessment for the Properties Located at 830 – 840 South Fairfax Avenue, Los Angeles, California 90036

Dear Mr. Clifford:

Gaston and Associates is pleased to present this Phase I Environmental Site Assessment for the above-referenced properties. This opportunity to be of service to you is sincerely appreciated. Please do not hesitate to call this office if you have any questions pertaining to this report.

Respectfully submitted,

GASTON AND ASSOCIATES

Wilbert P. Gaston, PG 4540
Principal Consultant

Gaston & Associates
a California Corporation

Environmental Consulting | Environmental Litigation & Transactional Support

PHASE I ENVIRONMENTAL SITE ASSESSMENT
for the PROPERTIES LOCATED at
830 – 840 SOUTH FAIRFAX AVENUE
LOS ANGELES, CA 90036

Prepared for:

Mr. Chris Clifford
830 Fairfax Owner II, LLC
A Delaware Limited Liability Company
3960 Howard Hughes Parkway, Suite 150
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April 22, 2019

Prepared by:

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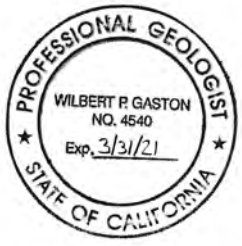

Wilbert P. Gaston, PG 4540
Principal Consultant

PHASE I ENVIRONMENTAL SITE ASSESSMENT
for the PROPERTIES LOCATED at
830 – 840 SOUTH FAIRFAX AVENUE
LOS ANGELES, CA 90036

EXECUTIVE SUMMARY

Gaston and Associates has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Standard Practice E-1527-13. Any exceptions to, or deletions from, this practice is described in this report. The standard Phase I Environmental Site Assessment is performed to identify, to the extent feasible pursuant to the processes prescribed herein, "recognized environmental conditions" (RECs) on a particular property.

The term Recognized Environmental Conditions is defined by the ASTM standard as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws."

The information presented in this report includes the results of our recent site reconnaissance, a review of pertinent literature, and recent federal, state, and local government agency records, and interviews with persons familiar with the Subject Site. Our field reconnaissance, data gathering and compilation were performed by Mr. Will Gaston, Professional Geologist.

SUMMARY OF FINDINGS

1. The Subject Property includes one residential parcel that is presently occupied by two two-story wood frame and stucco apartment buildings with a rear multi-vehicle carport along the east side of the property and one adjacent commercial parcel that is occupied by a now vacant single story wood frame restaurant with an asphalt-paved vehicle parking lot. The apartment parcel is about 33,500 square feet in area and the buildings occupy 32,885 square feet, according to title information. The restaurant parcel is about 12,573 square feet in area and the building occupies about 3829 square feet, according to title information. There were no issues of environmental concern observed at the subject property. The property is located in an area of mixed residential and commercial land uses.

2. The apartments were built in 1950 and the restaurant building was built in 1949. There was no information to indicate that the subject property had ever been under cultivation.

3. Based on the age of the buildings which were built prior to the 1978 ban on asbestos in building materials, there is a potential for asbestos-containing materials to be in the building materials. However, an asbestos survey and abatement of any asbestos

containing building materials will be required prior to demolition of older structures in Los Angeles. Therefore, a specific recommendation with regards to the possible presence of asbestos at the site is not necessary.

4. Based on the review of state and federal agency database listings, the subject properties are not listed on any of the regulatory databases. There are no other facilities in the Site vicinity that are considered to be an environmental concern for the Site at this time.

5. According to the Los Angeles Fire Department, the subject property is located within a designated Methane Zone due to the presence of naturally occurring methane gas in the vicinity. This is a matter that will be addressed during permitting for the planned site redevelopment. Therefore, this is not considered to be a Recognized Environmental Condition and does not necessitate any specific recommendation within this report.

6. There was no information identified to indicate or suggest that underground tanks are or have ever been located at this property.

7. There is presently no regulatory enforcement action in effect on this property.

8. Radon gas is not considered an environmental concern for the Site.

9. No damaged containers, stained soil, stressed vegetation, odorous soils, surface waters, dumps, or lagoons were observed during the Site inspection.

CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 for the property located at 830 – 840 South Fairfax Avenue in Los Angeles, California. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report. There were no Recognized Environmental Conditions (REC) identified at the site. No Historic RECs were identified and there were no Controlled RECs identified.

RECOMMENDATIONS

Based on the findings of this environmental assessment, no recognized environmental conditions were identified and there were no issues that are considered likely to have a materially significant impact on either the collateral value of, or cash flow from, the subject property. Therefore, Gaston and Associates does not recommend any further investigation or inquiry.

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PHASE I ENVIRONMENTAL SITE ASSESSMENT
for the PROPERTIES LOCATED at
830 – 840 SOUTH FAIRFAX AVENUE
LOS ANGELES, CA 90036

1.0 INTRODUCTION

The information presented in this report includes the results of our field reconnaissance, a thorough review of various federal, state, and local government agency records, and interviews with persons familiar with the Subject Site. This report includes a summary of our findings, recommendations, and our assessment of the present environmental condition of the Subject Site.

1.1 Purpose and Scope of Services

This investigation was conducted to determine if any recognized environmental conditions exist on the Subject Site. Emphasis has been placed upon identifying the potential presence of petroleum products, hazardous or otherwise toxic materials, petroleum products, or waste on this property and adjacent sites. This investigation has been conducted in accordance with the Standards of Practice for Phase I Environmental Site Assessments as adopted by the American Society for Testing and Materials (ASTM E1527-13).

The goal of this process is to identify any (1) recognized environmental conditions (RECs), (2) historic recognized environmental conditions (HRECs) and /or (3) controlled recognized environmental conditions (CRECs) associated with the Subject Site. In addition, the subject property will be evaluated to determine whether any nearby properties may represent a 'vapor encroachment condition' to the subject site. These environmental conditions are explained below and discussed as they may appear in the report.

1. A **Recognized Environmental Condition** is defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment." This definition does not include de minims conditions defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if bough to the attention of appropriate governmental agencies" (ASTM E1527-13).

2. A **Historic Recognized Environmental Condition** (HRECs) is defined as " a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)" (ASTM E1527-13).

3. A **Controlled Recognized Environmental Condition (**CRECs) is defined as a "recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority(for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example property use restrictions, activity and use limitations, institutional controls, or engineering controls)" (ASTM E1527-13).

In addition, the subject property will also be evaluated for the potential presence of a Vapor Encroachment Condition (VEC) as defined in the ASTM E2600-10 Standard Guide for Vapor Encroachment Screening (VES) on Property Involved in Real Estate Transactions. This screening was conducted to determine whether a Vapor Encroachment Condition (VEC) may exist as a result of chemicals of concern that may migrate as vapors onto the subject property as a result of contaminated soil and groundwater on or near the subject property.

1.2 Involved Parties

This report was prepared by Gaston and Associates at the request of 830 Fairfax Owner II, LLC for its exclusive use. Use of this report or reliance thereon by other parties is not authorized. The report may not be suitable for other parties or other purposes.

1.3 Scope of Investigation

The scope of this investigation included the following:

1. Performing a thorough site reconnaissance to identify the current conditions and land use of the Site and vicinity.

2. Investigating the historical land use of the Site and vicinity by reviewing available historical aerial photographs, topographic maps, city directories, and other available historical maps and data.

3. Contacting and interviewing knowledgeable persons regarding historical Site use, if possible.

4. Performing a literature study and contacting relevant persons and agencies to identify local and regional geological and hydrological conditions.

5. Obtaining and reviewing a database search of pertinent regulatory agencies concerning environmental conditions on and in the vicinity of the Site.

6. Examining the potential presence of polychlorinated biphenyls (PCBs) and asbestos containing materials (ACM), on the property. Sampling and testing of materials was not included in this scope of work.

7. Investigating the presence of underground or above ground storage tanks on the property.

8. Examining the presence of liquid or solid wastes on the property.

9. Examining the presence of hazardous materials and petroleum products on the property.

10. Preparing a report presenting the results of our investigation.

The methodology used to inspect the property was to visually and physically observe the property and any structure(s) located on the Site to the fullest extent possible, in order to ascertain current environmental conditions. The Phase I Environmental Site Assessment does not address Non-Scope Considerations such as:

subsurface conditions	health & safety
wetlands	regulatory compliance
industrial hygiene	ecological resources
endangered species	high voltage powerlines
lead-based paint	lead in drinking water
asbestos-containing materials	cultural & historical resources
radon	subsurface exploration
soil or water sampling	chemical analysis
evaluation of geotechnical conditions/hazards	mold
indoor air quality	biological agents

1.4 Exceptions or Deletions

There were no exceptions or deletions from the ASTM Practice 1527 – 13 while conducting this assessment.

2.0 SITE OVERVIEW

2.1 Site Location and Description

The Subject Property includes one residential and one commercial parcel that are presently occupied by two two-story wood frame and stucco apartment buildings with a rear multi-vehicle carport along the east side of the property, with the other parcel occupied by a single-story wood frame vacant building that had previously been used as a restaurant. The restaurant parcel includes an asphalt-paved parking lot on the northeast side. There were no issues of environmental concern observed at the subject properties.

According to the 2012 topographic map (Hollywood Quadrangle) prepared by the United States Geological Survey, the Subject Site is located at an elevation of approximately 160 feet above sea level. A site vicinity map is included as Figure 1. A site plan showing the subject property is included as Figure 2.

The apartment parcel is currently owned by Westside Building Company. The owner's mailing address is 6011 Bristol Parkway, Culver City, California 90230. According to title records, the assessor parcel number is 5086-008-010. The restaurant parcel is currently owned by Vintage Vices, LLC. The owner's mailing address is 6151 Barrows Drive, Los Angeles, California 90048. According to title records, the assessor parcel number is 5086-008-012.

3.0 ENVIRONMENTAL SETTING

The following sections provide an overview of the regional and local geologic setting and include information pertaining to groundwater conditions in the vicinity of the Subject Site.

3.1 Geology

The subject site is located within the Peninsular Ranges Geomorphic Province of Southern California. The shallow subsurface soils at the site are expected to be composed generally of silty clay. The Salt Lake Oil Field is located about one half mile to the northeast. According to the Los Angeles Fire Department, the subject property is located within a designated Methane Zone due to the presence of naturally occurring methane gas in the vicinity. This is a matter that will be addressed during permitting for the planned site redevelopment. Therefore, this is not considered to be a Recognized Environmental Condition and does not necessitate any specific recommendation within this report.

3.2 Hydrogeology

The Site is located within the La Brea Subarea Groundwater Basin (Metropolitan Water District, 1987). Based on information obtained from the state Geotracker database, groundwater is estimated to be present beneath the site at a depth of approximately 55 feet. The groundwater flow direction in the vicinity of the site is estimated to be to the northeast.

4.0 RESULTS OF INVESTIGATION

The results of the on-site reconnaissance, inspection of adjacent sites, and agency list review are presented in the following sections.

4.1 Site Inspection

A reconnaissance of the subject site was conducted by a representative of this firm on January 25, 2019. Site photographs are included in Appendix A. Site observations are summarized below. At the time of the inspection, the apartment property was developed with two adjacent two-story apartment buildings with a rear carport along the east property line. Access into the interior of the apartment units was not possible at the time of the inspection since all of the units were occupied. Each of the two apartment buildings and the rear carport are of wood frame construction with stucco exteriors. The entry and rear driveways are paved with concrete. A landscaped courtyard is present in the center of each building. The north end of the carport structure includes a small maintenance used to conduct minor repair at the apartments. A trash dumpster for normal residential waste is adjacent to the maintenance shop. There were no surface soil stains observed and no issues of environmental concern observed during the site inspection.

Access to the restaurant building was not possible on the day of the inspection. The building had been occupied by the Tom Bergin Restaurant since 1949, when the building was built. The building is of wood frame construction with wood and brick veneer exteriors. Several small storage sheds are located along the rear property line. There were no surface soil stains observed and no issues of environmental concern observed during the site inspection.

Previous Reports

There were no prior reports provided for this property.

4.2 Adjacent Site and Vicinity Observations

The subject property is located in an area of mixed residential and commercial property uses. Apartment buildings are adjacent to the east. A high school is adjacent to the southwest. Fairfax bounds the property to the west with residences beyond and 8th is adjacent to the northeast with a vehicle parking structure beyond.

There were no observed property uses on any of the adjacent or nearby properties that were of any environmental concern.

4.3 Government Agency Database Research

A search of federal, state, and local government listings was performed by Environmental Data Resources for the purposes of this report. In the interest of thoroughness, a number of government databases were consulted which are not listed among the Standard Environmental Record Sources as established under the American Society for Testing and Materials (ASTM) standards of practice. The search radii used for all government databases meet or exceed the standard search distance adopted by ASTM. For more complete information about individual databases, please see Appendix B.

4.4 Results of Agency Records Search

A data search of the various government agency records listed in Appendix B revealed that the Subject Site address is not listed on any of the reviewed databases. The database search is discussed below.

FEDERAL DATABASES

Federal National Priorities List (NPL) Facilities: The NPL, also known as the Superfund List, is an EPA listing of the nation's worst uncontrolled or abandoned hazardous waste facilities. Designation as a Superfund Site is primarily based on a score that the facility receives from the EPA's Hazard Ranking System. These facilities are targeted for possible long-term remedial action. Such prioritized sites with significant risk to human health and the environment receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

The subject Site is not on the NPL list. There were no NPL facilities identified on the list within a one mile radius of the Site.

Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS): is a listing of facilities which represent environmental concerns from the discharge of hazardous materials by hazardous waste generators, treatment and storage facilities, and hazardous waste disposal facilities. The listing includes facilities subject to investigation under the state superfund program and federal Comprehensive Environmental Response Compensation and Liability Act (CERCLA) programs.

The subject Site is not on the CERCLIS list. There was no facility listed as a CERCLIS site identified within a one-half mile radius of the Site

The Federal RCRA Generators List: is a listing of sites that generate, transport, store, treat, and/or dispose of hazardous waste, as defined by RCRA.

The subject Site is not on the RCRA Generators list. There was one facility listed as a large quantity generator and five facilities identified on the list as small quantity generator of hazardous waste within a one-half mile of the Site. Given the locations and distances from the Site, the listed RCRA Generators are not considered to be of concern to the subject Site.

Emergency Response Notification System (ERNS): is a national computer database system that is used to store information on the sudden and/or accidental release of hazardous substances, including petroleum into the environment.

The Site is not on the ERNS list.

STATE DATABASES

State Landfills: The California Integrated Waste Management Board maintains an inventory of open, as well as closed and inactive solid waste disposal facilities and transfer stations pursuant to the Solid Waste Management and Resource Recovery Act of 1972.

The subject Site is not on the State Landfill list. There were no facilities identified on the list within a one-half radius of the Site.

Envirostor: A list of sites maintained by the California Department of Toxic Substances Control that have known contamination or require further investigation.

The subject Site is not on the ENVIROSTOR list. One other facility was identified on the list within a one-mile radius of the Site. Given its location and distance from the subject property, it is not considered to be of concern to the subject site.

Cleanup Program Sites - Spills, Leaks, Investigations and Cleanups (CPS-SLIC) list: This is a listing of sites overseen by the Regional Water Board and is designed to protect and restore water quality from spills, leaks, and similar discharges.

The subject Site is not listed on the CPS-SLIC list. No other facilities were identified on the list within a one-half mile radius of the Site.

Regional Water Quality Control Board Leaking Underground Storage Tanks (LUST) list: This is a list which compiles the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB) identified sites that have had unauthorized releases from underground storage tanks (USTs) and non-tank spills.

The subject Site is not listed on the LUST facility list. Three other facilities were identified on the list within a one-half mile radius of the Site. Given their locations and distances from the subject property, they are not considered to be of concern to the subject site.

California Underground Storage Tank (UST) List is a comprehensive listing of all registered underground storage tanks located within the State of California.

The subject Site is not listed on the UST list. There were three other facilities identified on the list within a one-quarter mile radius of the Site. The presence of an underground tank does not indicate that an unauthorized release has occurred, therefore, sites on the UST list are not considered to be of concern.

In our opinion, none of the other sites listed in the database search suggest a VEC regarding the subject property since the other sites are all beyond the critical distance of 100 feet or are located

downgradient or side-gradient, relative to the subject property.

There is nothing stated in any of the database listings to suggest a current environmental issue that would be a concern for the subject site.

4.5 Local Agencies

Building and Planning Departments

Building permits were requested from EDR as part of the historical site review and were searched on the Los Angeles Department of Building and Safety online permit database. The apartment buildings were originally built in 1950 and the restaurant building was constructed in 1949. Other permits viewed included those for various tenant improvements through the years.

Los Angeles Fire Department

According to the Los Angeles Fire Department Records Department, there are no files or other information with regard to the presence or former presence of underground storage tanks at the subject property addresses.

4.6 Results of Aerial Photo Analysis

Although aerial photographs can often be a valuable source of information in the assessment of historical land use, it should be understood that information extrapolated from photographic images is strictly interpretation and not necessarily fact. For this reason, it may not be appropriate to draw conclusions regarding previous site activities based solely upon aerial photograph analysis.

Aerial photographs were obtained from EDR which provided photo coverage of the Site and vicinity and viewed by a representative of Gaston and Associates. The photographs reviewed are included in Appendix C.

A summary of the information obtained during the aerial photograph review follows below.

Photo Date	Description
2016	The subject property is developed with the existing structures. The site vicinity is similar to that as at present.
2012	The subject property and the vicinity are unchanged from that shown in the 2016 photo.
2009	The subject property and the vicinity are unchanged from that shown in the 2012 photo.

2005	The subject property and the vicinity are unchanged from that shown in the 2009 photo.
2002	The subject property and the vicinity are generally unchanged from that shown in the 2005 photo.
1994	The subject property and vicinity are generally unchanged from that shown in the 2002 photo.
1989	The subject property and the vicinity are generally unchanged from that shown in the 1994 photo.
1981	The subject property and the vicinity are generally unchanged from that shown in the 1989 photo.
1979	The subject property and the vicinity are generally unchanged from that shown in the 1981 photo
1977	The subject property and the vicinity are generally unchanged from that shown in the 1979 photo
1964	The subject property is unchanged from that shown in the 1977 photo. The property across 8th Street to the north is undeveloped.
1952	The subject property is unchanged from that shown in the 1964 photo.
1948	The subject property is vacant and undeveloped.
1938	The property appears to be unchanged from that shown on the 1948 photo. The adjacent property to the south is vacant and undeveloped.
1928	The property appears to be unchanged from that shown on the 1928 photo.
1923	The subject property is vacant and undeveloped and most of the site vicinity is also undeveloped.

The aerial photographs show that the subject property was developed with the existing apartment buildings and restaurant building in the 1952 photo. Prior to that, the property was undeveloped vacant land. There was no indication that the property was ever used for agriculture.

4.7 Fire Insurance Maps and City Directories

Sanborn Maps

Fire Insurance Maps provide information on structure locations and operations which were present at the time of the survey. These maps were completed for most major cities and metropolitan areas, dating from 1867, and provide information into past usage of buildings and how commercial and industrial zoning has changed over time. Fire insurance maps were requested for this study from EDR and are reviewed below. Copies of the Sanborn Maps are included in Appendix F.

1969 The subject property is developed with the two existing apartment buildings and the restaurant building. The southern building had the address 830 Fairfax and the northern building had the address 800 Fairfax. The northern building is noted to include 21 apartments and the southern building is noted to include 19 apartments. The nearby surrounding properties appears to be similar to that at present.

1950 The subject property is vacant and undeveloped.

1927 The subject property is vacant and undeveloped. The adjacent parcel to the south is vacant and the residential parcels adjacent to the east along the northern part of the subject site are also vacant.

City Directories

City directories include lists of residents and businesses and typically include a business index, a list of resident names and addresses, and a street index. With each address, the directory lists the name of the resident or business located at that address. The business type is included if it is unclear from the business name. A request for a City Directory search was made from EDR, a provider of City Directory searches. Directories are listed for the years 2014 through 1920. The historical city directories show that the occupants of the subject properties have all been residents. A copy of the City Directory Search is included in Appendix F.

All of the listings for the subject properties at 800 and 830 South Fairfax Avenue range from 2014 back to 1951 and are all for individuals at residences. The 840 Fairfax parcel only has listings for 2000 for Tom Bergins and for 1951 for the South Fairfax Tom Bergin Horseshoe Tavern.

4.8 Historic USGS Topographic Maps

A search for historical USGS topographic maps was requested of and provided by Environmental Data Resources. Maps from 1894 to 2012 were provided. The maps show the Site as being within an area initially undeveloped rural and then urban developed land. Copies of the maps are presented in Appendix D.

4.9 Evaluation of Records Search Results

Based on the information obtained and reviewed, including historical aerial photographs, building permits, title information, and Sanborn Fire Insurance maps, the subject property has been occupied by the existing two apartment buildings since they were constructed in approximately 1950 and the restaurant building since it was built in 1949. Prior to that, back to at least 1923, the property was vacant and undeveloped. There was no indication that the property was ever used for agriculture.

4.10 Interviews

According to a representative of the property owner, there is no:

1. Pending, threatened, or past litigation relevant to hazardous substances or petroleum products in, on, or from the Subject Site.

2. Pending, threatened, or past administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the Subject Site.

3. Notice from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products.

4.11 Chain-of Title and Activity Use Limitations

A chain-of-title was not reviewed as part of this assessment. However, based on the information reviewed, no land use restrictions have been noted, other than the note on the environmental closure documentation that indicates that a review of the environmental status of the site may require review if the current land use changes.

5.0 ENVIRONMENTAL SITE REVIEW

The following discussions provide information as to the existence, or lack thereof, of certain potential recognized environmental conditions with respect to the Subject Site.

5.1 Regulatory Actions

Based upon a thorough search of available federal, state, and local records, there are no pending environmental requirements for this property.

5.2 Adjacent and Nearby Properties

There were no environmental concerns or issues observed on the adjacent or nearby properties. There was no information to indicate that any nearby facilities may cause an environmental impact upon the subject property.

5.3 Polychlorinated Biphenyls

Polychlorinated biphenyls (PCBs) were commonly used in dielectric fluids in transformers, capacitors, and hydraulic equipment due to their desirable thermal characteristics. Due to the demonstrated toxicity and persistence in the environment, PCB manufacturing in the United States was discontinued in approximately 1978. No potential PCB-containing equipment was observed onsite and the potential for PCBs to be present at the site is therefore not a concern.

5.4 Underground Storage Tanks

According to the Los Angeles Fire Department, there are no files or other information with regard to the current or former presence of underground storage tanks at this property.

5.5 Above Ground Storage Tanks

There were no above ground tanks observed at the property.

5.6 Stormwater/Waste Water Discharge

Rainfall will generally run off of the site to the nearby gutter and storm drain or infiltrate into the soil in the unpaved parts of the site.

5.7 Radon Gas

A radon survey was not conducted at the Site. Radon occurs naturally and randomly in geographic settings. The California Department of Health Services (CDHS) conducted a statewide radon survey during 1990-1991 which entailed testing for radon in homes in designated geographic areas.

The Environmental Protection Agency (EPA) safety standard for radon gas in residences is 4.0 picoCuries per liter and the United States National Council on Radiation Protection and Measurements (NCRP) standard is 8.0 picoCuries per liter. EPA identifies the Site area in Los Angeles County as having a 'Low Potential' for the presence of elevated radon concentrations. Radon gas is therefore not considered a concern for the Site at this time.

5.8 Pesticide and Herbicide Residues

Based on historical aerial photographs and Sanborn Maps, it appears that the subject property has never been used for agricultural purposes. Therefore, the potential for the presence of agricultural chemicals at the site is not considered to be a concern.

5.9 Asbestos Containing Materials

Based on the age of the buildings which were built in 1949 to 1950, prior to the 1978 ban on asbestos in building materials, there is a potential for asbestos-containing materials to be in the building materials. However, an asbestos survey and abatement of any asbestos containing building materials will is required prior to demolition of older structures in Los Angeles. Therefore, a specific recommendation with regards to the possible presence of asbestos at the site is not necessary.

5.10 Lead-Based Paints

There was no observed flaking paint on the existing structures; therefore, the potential presence of lead-based paint at the site is not a concern at this time.

5.11 Landfills

There are no solid waste landfills reported to be within one-half mile of the Site on the agency database radius search.

5.12 Water Supplies

Water services are supplied to the property by the City of Los Angeles.

5.13 Waste Generation and Storage

Waste generated at the site is removed by private waste haulers. Hazardous waste is currently not generated at the subject property.

5.14 Petroleum Transmission Pipelines

During the Site visit, no indications of petroleum transmission pipelines were observed on or adjacent to the Subject Site, nor were any petroleum pipeline indicated by the database search.

5.15 Wells

According to the Munger Oil and Gas Field Map Book, there are no oil or gas wells located on the Subject Site.

5.16 Environmental Liens

A chain-of-title search was not specifically requested as a part of this assessment.

5.17 Specialized Knowledge

There was no ‘specialized knowledge’ involved or identified as pertinent to this assessment.

5.18 Property Pricing

The user of this document has not indicated that the purchase price has been reduced below the fair market price of the property due to the presence of contamination or other environmental factor. The owners did not indicate that they possess any knowledge or experience with this property that might indicate any obvious indicators that point to the presence or likely presence of contamination at the property.

5.19 Data Gaps

According to ASTM E-1527 – 13, a "data gap" is a lack or inability to obtain information required by any part of the Standard. There were no significant data gaps identified during the preparation of this report.

6.0 SUMMARY OF FINDINGS

1. The Subject Property includes one residential parcel that is presently occupied by two two-story wood frame and stucco apartment buildings with a rear multi-vehicle carport along the east side of the property and one adjacent commercial parcel that is occupied by a now vacant single story wood frame restaurant with an asphalt-paved vehicle parking lot. The apartment parcel is about 33,500 square feet in area and the buildings occupy 32,885 square feet, according to title information. The restaurant parcel is about 12,573 square feet in area and the building occupies about 3829 square feet, according to title information. There were no issues of environmental concern observed at the subject property. The property is located in an area of mixed residential and commercial land uses.

2. The apartments were built in 1950 and the restaurant building was built in 1949. There was no information to indicate that the subject property had ever been under cultivation.

3. Based on the age of the buildings which were built prior to the 1978 ban on asbestos in building materials, there is a potential for asbestos-containing materials to be in the building materials. However, an asbestos survey and abatement of any asbestos containing building materials will be required prior to demolition of older structures in Los Angeles. Therefore, a specific recommendation with regards to the possible presence of asbestos at the site is not necessary.

4. Based on the review of state and federal agency database listings, the subject properties are not listed on any of the regulatory databases. There are no other facilities in the Site vicinity that are considered to be an environmental concern for the Site at this time.

5. According to the Los Angeles Fire Department, the subject property is located within a designated Methane Zone due to the presence of naturally occurring methane gas in the

vicinity. This is a matter that will be addressed during permitting for the planned site redevelopment. Therefore, this is not considered to be a Recognized Environmental Condition and does not necessitate any specific recommendation within this report.

6. There was no information identified to indicate or suggest that underground tanks are or have ever been located at this property.

7. There is presently no regulatory enforcement action in effect on this property.

8. Radon gas is not considered an environmental concern for the Site.

9. No damaged containers, stained soil, stressed vegetation, odorous soils, surface waters, dumps, or lagoons were observed during the Site inspection.

7.0 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 for the property located at 830 – 840 South Fairfax Avenue in Los Angeles, California. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report. There were no Recognized Environmental Conditions (REC) identified at the site. No Historic RECs were identified and there were no Controlled RECs identified.

8.0 RECOMMENDATIONS

Based on the findings of this environmental assessment, no recognized environmental conditions were identified and there were no issues that are considered likely to have a materially significant impact on either the collateral value of, or cash flow from, the subject property. Therefore, Gaston and Associates does not recommend any further investigation or inquiry.

9.0 LIMITATIONS

This investigation is based upon the project as described and the environmental data obtained from the field reconnaissance and research performed as outlined in this report. This report has not been prepared for use by parties or projects other than those named or described in this report, additional studies may be required.

The environmental database radius search relied upon in this report is provided by an outside vendor. Gaston and Associates does not warrant the accuracy of the data or information included in the database radius search. Since our investigation is based upon a visual inspection, the

conclusions presented herein are professional opinions. These opinions have been derived in accordance with current standards of practice, and no warranty is expressed or implied.

This firm's evaluation of previous reports focuses on the completeness of the information presented in the document, in accordance with applicable rules and regulations, and does not include the establishment of data sufficiency or accuracy.

10.0 PROFESSIONAL QUALIFICATIONS

I declare that, to the best of my professional knowledge and belief, I meet the definition of "Environmental Professional" as defined in §312.10 of 40 CFR Part 312, and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312 and ASTM Standard E1527-13.

My signature and stamp on the cover of this report, attest to the above statements. My resume is included in Appendix H.

Wilbert P. Gaston, P.G. 4540
Principal Consultant
Gaston and Associates

11.0 REFERENCES

Metropolitan Water District, 1987, Groundwater Quality and its Impact on Water Supply in the Metropolitan Water District Service Area.

Norris, Robert M. and R.W. Webb, 1990, Geology of California.

United States Geological Survey, 2012, Hollywood Quadrangle, 7.5-minute topographic quadrangle.

FIGURES

FIGURE 1

SITE LOCATION MAP

Subject Property
830 - 840 South Fairfax Avenue
Los Angeles, CA

North

Source: Google Earth, 2019

Gaston & Associates
a California Corporation

FIGURE 2

SITE LOCATION

Subject Property
830 - 840 South Fairfax Avenue
Los Angeles, CA

North

Source: Google Earth, 2019

Gaston & Associates
a California Corporation

APPENDIX A

SITE PHOTOGRAPHS

Photo 1. View of the subject property looking northeast.

Photo 2. View of the subject property looking southeast.

Photo 3. The southern building.

Photo 4. The northern building.

Photo 5. The subject property is to the and the adjacent restaurant and parking lot to the south are to the right.

Photo 6. The subject property is to the right and the adjacent 8th Street with a parking structure beyond to the north are to the .

Photo 7. Fairfax Avenue to the west with residences beyond.

Photo 8. North side of the subject property showing the rear vehicle entrance through gate.

Photo 9. Subject property is to the right with adjacent residences to the east on the .

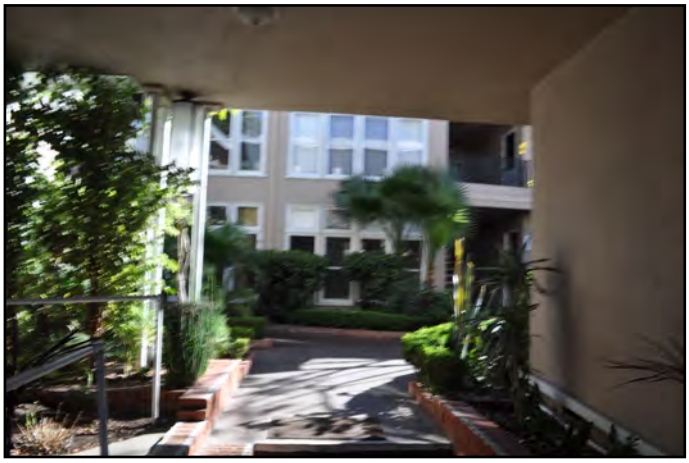


Photo 10. Entrance into the courtyard of the northern building.

Photo 11. Northern building courtyard.

Photo 12. Looking south along the driveway with the apartments to the right and the rear carports to the .

Photo 13. Trash dumpster.

Photo 14. Maintenance workshop.

Photo 15. Looking west through the driveway between the two buildings.

Photo 16. Interior courtyard of the southern building.

Photo 17. Southern building entrance.

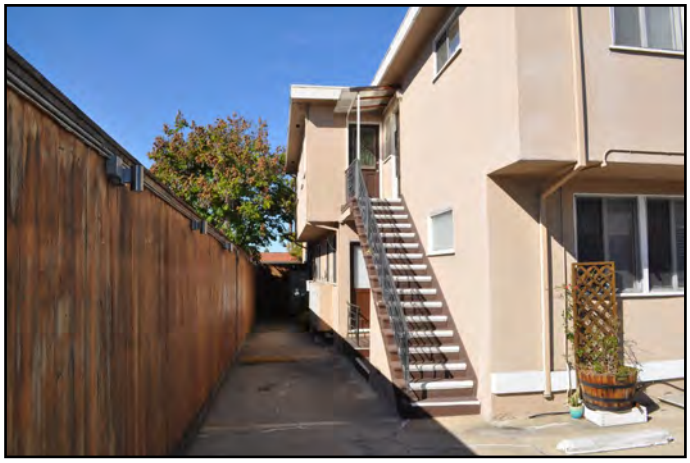


Photo 18. the south side of the southern building, looking west.

Photo 19. The rear of the property looking north.

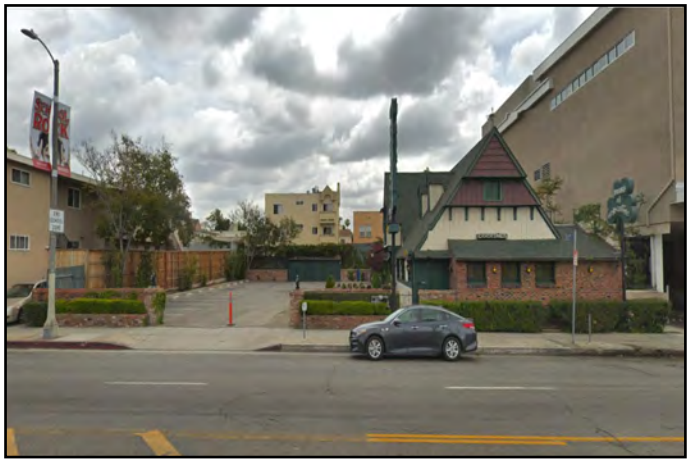


Photo 20. The former restaurant at 840 Fairfax .

Photo 21. Subject property at 840 Fairfax to the and the adjacent school to the southwest is to the right.

APPENDIX B

AGENCY DATABASE SEARCH RESULTS

Residential Property
830 South Fairfax Avenue
Los Angeles, CA 90036

Inquiry Number: 5539509.2s
January 22, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

830 SOUTH FAIRFAX AVENUE
LOS ANGELES, CA 90036

COORDINATES

Latitude (North):	34.0605610 - 34° 3' 38.01''
Longitude (West):	118.3622670 - 118° 21' 44.16''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	374279.7
UTM Y (Meters):	3769513.5
Elevation:	160 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
West Map:	5630733 BEVERLY HILLS, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140515, 20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
830 SOUTH FAIRFAX AVENUE
LOS ANGELES, CA 90036

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	WESTSIDE HOSPITAL	910 S FAIRFAX AVE	SWEEPS UST, HIST UST, CA FID UST	Lower	484, 0.092, SSW
A2	WESTSIDE HOSPITAL	910 S FAIRFAX AVE	HIST UST	Lower	484, 0.092, SSW
B3	6100 HOLDINGS PARTNE	6100 WILSHIRE BLVD	UST, SWEEPS UST	Higher	772, 0.146, North
B4	THE HARA COMPANY	6100 WILSHIRE BLVD	CA FID UST, EMI, HAZNET	Higher	772, 0.146, North
C5	SHELL	6101 OLYMPIC BLVD	LUST, HIST CORTESE	Lower	952, 0.180, SW
C6	BEVERLY SHELL	6101 W OLYMPIC BLVD	SWEEPS UST, CA FID UST	Lower	952, 0.180, SW
C7	SHELL SERVICE STATIO	6101 W OLYMPIC	RCRA-SQG, UST, FINDS, ECHO, HAZNET	Lower	952, 0.180, SW
D8	GOLDENGLO 1 HOUR DRY	6060 W OLYMPIC BLVD	DRYCLEANERS	Lower	963, 0.182, SSW
D9	GOLDEN CLEANER	6060 W OLYMPIC BLVD	DRYCLEANERS	Lower	963, 0.182, SSW
C10	MORRIS SHACHORY	6107 W OLYMPIC BLVD	CA FID UST	Lower	978, 0.185, SW
E11	KROGER SPECIALTY PHA	6240 WILSHIRE BLVD	RCRA-SQG	Lower	1140, 0.216, NNW
F12	MID WILSHIRE FOOT CL	5901 W OLYMPIC BLVD	RCRA NonGen / NLR, FINDS, ECHO	Lower	1153, 0.218, SSE
F13	MICHAEL D ROBACK M D	5901 W OLYMPIC BLVD	RCRA-SQG, FINDS, ECHO	Lower	1153, 0.218, SSE
F14	OLYMPIA MEDICAL CENT	5901 W OLYMPIC BLVD	UST	Lower	1153, 0.218, SSE
E15	OGDENS CLEANERS	6250 WILSHIRE BLVD	RCRA-SQG, FINDS, ECHO, DRYCLEANERS, HAZNET	Lower	1174, 0.222, NNW
E16	OGDEN'S CLEANERS	6250 WILSHIRE BLVD	DRYCLEANERS	Lower	1174, 0.222, NNW
E17	OGDEN'S CLEANERS	6250 WILSHIRE BLVD	DRYCLEANERS	Lower	1174, 0.222, NNW
G18	LUCKY CLEANERS	5960 W OLYMPIC BLVD	DRYCLEANERS	Lower	1200, 0.227, SSE
G19	LUCKY CLEANERS	5960 W OLYMPIC BLVD	DRYCLEANERS, HAZNET	Lower	1200, 0.227, SSE
G20	JEREL'S CLEANERS	5960 W OLYMPIC BLVD	DRYCLEANERS	Lower	1200, 0.227, SSE
G21	JERELS CLEANERS, K.	5960 W OLYMPIC BLVD	DRYCLEANERS	Lower	1200, 0.227, SSE
G22	JEREL'S CLEANERS	5960 W OLYMPIC BLVD	DRYCLEANERS	Lower	1200, 0.227, SSE
G23	LUCKY CLEANERS, KIL	5960 W OLYMPIC BLVD	DRYCLEANERS	Lower	1200, 0.227, SSE
H24	THE SHORENSTEIN CO	5900 WILSHIRE BLVD	SWEEPS UST, HIST UST, EMI	Higher	1308, 0.248, ENE
H25	5900 WILSHIRE BOULEV	5900 WILSHIRE BLVD	HIST UST	Higher	1308, 0.248, ENE
H26	D D B NEEDHAM WORLDW	5900 WILSHIRE BLVD	RCRA-SQG, FINDS, ECHO, HAZNET	Higher	1308, 0.248, ENE
H27	5900 WILSHIRE BLVD B	5900 WILSHIRE BLVD.	RCRA-LQG	Higher	1308, 0.248, ENE
28	AL-SAL OIL (OLD UNOC	6050 006TH ST W	LUST, HIST CORTESE	Higher	1606, 0.304, NNE
29	HANCOCK PARK ELEMENT	408 SOUTH FAIRFAX AV	ENVIROSTOR, SCH	Higher	3312, 0.627, North

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

EXECUTIVE SUMMARY

State- and tribal - equivalent NPL

RESPONSE State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST Leaking Underground Storage Tanks on Indian Land
CPS-SLIC Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST Underground Storage Tank Listing
AST Aboveground Petroleum Storage Tank Facilities
INDIAN UST Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP Voluntary Cleanup Priority Listing
VCP Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT Waste Management Unit Database
SWRCY Recycler Database
HAULERS Registered Waste Tire Haulers Listing
INDIAN ODI Report on the Status of Open Dumps on Indian Lands
ODI Open Dump Inventory
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL Delisted National Clandestine Laboratory Register
AOCONCERN Key Areas of Concerns in Los Angeles County
HIST Cal-Sites Historical Calsites Database
SCH School Property Evaluation Program
CDL Clandestine Drug Labs
Toxic Pits Toxic Pits Cleanup Act Sites
CERS HAZ WASTE CERS HAZ WASTE

US CDL ..... National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

CERS TANKS ..... California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS ..... Environmental Liens Listing
LIENS 2 ..... CERCLA Lien Information
DEED ..... Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ..... Hazardous Materials Information Reporting System
CHMIRS ..... California Hazardous Material Incident Report System
LDS ..... Land Disposal Sites Listing
MCS ..... Military Cleanup Sites Listing
SPILLS 90 ..... SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ..... Formerly Used Defense Sites
DOD ..... Department of Defense Sites
SCRD DRYCLEANERS ..... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ..... Financial Assurance Information
EPA WATCH LIST ..... EPA WATCH LIST
2020 COR ACTION ..... 2020 Corrective Action Program List
TSCA ..... Toxic Substances Control Act
TRIS ..... Toxic Chemical Release Inventory System
SSTS ..... Section 7 Tracking Systems
ROD ..... Records Of Decision
RMP ..... Risk Management Plans
RAATS ..... RCRA Administrative Action Tracking System
PRP ..... Potentially Responsible Parties
PADS ..... PCB Activity Database System
ICIS ..... Integrated Compliance Information System
FTTS ..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ..... Material Licensing Tracking System
COAL ASH DOE ..... Steam-Electric Plant Operation Data
COAL ASH EPA ..... Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ..... PCB Transformer Registration Database
RADINFO ..... Radiation Information Database
HIST FTTS ..... FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ..... Incident and Accident Data
CONSENT ..... Superfund (CERCLA) Consent Decrees
INDIAN RESERV ..... Indian Reservations
FUSRAP ..... Formerly Utilized Sites Remedial Action Program
UMTRA ..... Uranium Mill Tailings Sites
LEAD SMELTERS ..... Lead Smelter Sites
US AIRS ..... Aerometric Information Retrieval System Facility Subsystem
US MINES ..... Mines Master Index File
ABANDONED MINES ..... Abandoned Mines
FINDS ..... Facility Index System/Facility Registry System

DOCKET HWC ---- Hazardous Waste Compliance Docket Listing
UXO ---- Unexploded Ordnance Sites
ECHO ---- Enforcement & Compliance History Information
FUELS PROGRAM ---- EPA Fuels Program Registered Listing
CA BOND EXP. PLAN ---- Bond Expenditure Plan
Cortese ---- "Cortese" Hazardous Waste & Substances Sites List
CUPA Listings ---- CUPA Resources List
EMI ---- Emissions Inventory Data
ENF ---- Enforcement Action Listing
Financial Assurance ---- Financial Assurance Information Listing
HAZNET ---- Facility and Manifest Data
ICE ---- ICE
LOS ANGELES CO. HMS ---- HMS: Street Number List
HWP ---- EnviroStor Permitted Facilities Listing
HWT ---- Registered Hazardous Waste Transporter Database
MINES ---- Mines Site Location Listing
MWMP ---- Medical Waste Management Program Listing
NPDES ---- NPDES Permits Listing
PEST LIC ---- Pesticide Regulation Licenses Listing
PROC ---- Certified Processors Database
Notify 65 ---- Proposition 65 Records
LA Co. Site Mitigation ---- Site Mitigation List
UIC ---- UIC Listing
UIC GEO ---- UIC GEO (GEOTRACKER)
WASTEWATER PITS ---- Oil Wastewater Pits Listing
WDS ---- Waste Discharge System
MILITARY PRIV SITES ---- MILITARY PRIV SITES (GEOTRACKER)
PROJECT ---- PROJECT (GEOTRACKER)
WDR ---- Waste Discharge Requirements Listing
CIWQS ---- California Integrated Water Quality System
CERS ---- CERS
WIP ---- Well Investigation Program Case List
NON-CASE INFO ---- NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS ---- OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS ---- PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT ---- SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ ---- Well Stimulation Project (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ---- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ---- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---- Recovered Government Archive Solid Waste Facilities List
RGA LUST ---- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
5900 WILSHIRE BLVD B EPA ID:: CAD000321489	5900 WILSHIRE BLVD.	ENE 1/8 - 1/4 (0.248 mi.)	H27	46

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/01/2018 has revealed that there are 5 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
D D B NEEDHAM WORLDW EPA ID:: CAD983638685	***5900 WILSHIRE BLVD***	***ENE 1/8 - 1/4 (0.248 mi.)***	***H26***	***44***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHELL SERVICE STATIO EPA ID:: CAR000112565	***6101 W OLYMPIC***	***SW 1/8 - 1/4 (0.180 mi.)***	***C7***	***18***
KROGER SPECIALTY PHA EPA ID:: CAR000278226	6240 WILSHIRE BLVD	NNW 1/8 - 1/4 (0.216 mi.)	E11	23
MICHAEL D ROBACK M D EPA ID:: CAD983655598	***5901 W OLYMPIC BLVD***	***SSE 1/8 - 1/4 (0.218 mi.)***	***F13***	***28***
OGDENS CLEANERS	***6250 WILSHIRE BLVD***	***NNW 1/8 - 1/4 (0.222 mi.)***	***E15***	***30***

EPA ID:: CAD981696461

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/29/2018 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HANCOCK PARK ELEMENT	***408 SOUTH FAIRFAX AV***	***N 1/2 - 1 (0.627 mi.)***	***29***	***49***
Facility Id: 19000014				
Status: Inactive - Needs Evaluation				

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 2 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AL-SAL OIL (OLD UNOC	***6050 006TH ST W***	***NNE 1/4 - 1/2 (0.304 mi.)***	***28***	***47***
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Database: LUST, Date of Government Version: 12/10/2018				
Status: Completed - Case Closed				
Facility Id: 900360125				
Status: Case Closed				
Global Id: T0603700893				
Global ID: T0603700893				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHELL	***6101 OLYMPIC BLVD***	***SW 1/8 - 1/4 (0.180 mi.)***	***C5***	***12***
Database: LUST REG 4, Date of Government Version: 09/07/2004				
Database: LUST, Date of Government Version: 12/10/2018				
Status: Completed - Case Closed				
Facility Id: 900480098				

Status: Remediation Plan
Global Id: T0603701109
Global ID: T0603701109

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
6100 HOLDINGS PARTNE	***6100 WILSHIRE BLVD***	***N 1/8 - 1/4 (0.146 mi.)***	***B3***	***10***
Database: UST, Date of Government Version: 12/10/2018 Facility Id: 25298				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHELL SERVICE STATIO	***6101 W OLYMPIC***	***SW 1/8 - 1/4 (0.180 mi.)***	***C7***	***18***
Database: UST, Date of Government Version: 12/10/2018 Facility Id: 25300				
OLYMPIA MEDICAL CENT	5901 W OLYMPIC BLVD	SSE 1/8 - 1/4 (0.218 mi.)	F14	29
Database: UST, Date of Government Version: 12/10/2018 Facility Id: FA0009535				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 4 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
6100 HOLDINGS PARTNE	***6100 WILSHIRE BLVD***	***N 1/8 - 1/4 (0.146 mi.)***	***B3***	***10***
Status: A Comp Number: 6433				
THE SHORENSTEIN CO	***5900 WILSHIRE BLVD***	***ENE 1/8 - 1/4 (0.248 mi.)***	***H24***	***41***
Comp Number: 8323				

Lower Elevation	Address	Direction / Distance	Map ID	Page
WESTSIDE HOSPITAL	***910 S FAIRFAX AVE***	***SSW 0 - 1/8 (0.092 mi.)***	***A1***	***9***

Status: A
Tank Status: A
Comp Number: 3112

BEVERLY SHELL	***6101 W OLYMPIC BLVD***	***SW 1/8 - 1/4 (0.180 mi.)***	***C6***	***17***

Status: A
Tank Status: A
Comp Number: 6077

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 4 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE SHORENSTEIN CO	***5900 WILSHIRE BLVD***	***ENE 1/8 - 1/4 (0.248 mi.)***	***H24***	***41***
Facility Id: 00000007909				
5900 WILSHIRE BOULEV	5900 WILSHIRE BLVD	ENE 1/8 - 1/4 (0.248 mi.)	H25	43
Facility Id: 00000063362				

Lower Elevation	Address	Direction / Distance	Map ID	Page
WESTSIDE HOSPITAL	***910 S FAIRFAX AVE***	***SSW 0 - 1/8 (0.092 mi.)***	***A1***	***9***
WESTSIDE HOSPITAL	910 S FAIRFAX AVE	SSW 0 - 1/8 (0.092 mi.)	A2	10
Facility Id: 00000055873				

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 4 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
THE HARA COMPANY	***6100 WILSHIRE BLVD***	***N 1/8 - 1/4 (0.146 mi.)***	***B4***	***11***
Facility Id: 19026156				
Status: A				

Lower Elevation	Address	Direction / Distance	Map ID	Page
WESTSIDE HOSPITAL	***910 S FAIRFAX AVE***	***SSW 0 - 1/8 (0.092 mi.)***	***A1***	***9***
Facility Id: 19048393				
Status: A				
BEVERLY SHELL	***6101 W OLYMPIC BLVD***	***SW 1/8 - 1/4 (0.180 mi.)***	***C6***	***17***
Facility Id: 19003270				
Status: A				
MORRIS SHACHORY	6107 W OLYMPIC BLVD	SW 1/8 - 1/4 (0.185 mi.)	C10	23
Facility Id: 19055803				
Status: A				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MID WILSHIRE FOOT CL	***5901 W OLYMPIC BLVD***	***SSE 1/8 - 1/4 (0.218 mi.)***	***F12***	***26***
EPA ID:: CAD983619438				

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 11 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GOLDENGLO 1 HOUR DRY	6060 W OLYMPIC BLVD	SSW 1/8 - 1/4 (0.182 mi.)	D8	22
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
GOLDEN CLEANER	6060 W OLYMPIC BLVD	SSW 1/8 - 1/4 (0.182 mi.)	D9	22
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
OGDENS CLEANERS	***6250 WILSHIRE BLVD***	***NNW 1/8 - 1/4 (0.222 mi.)***	***E15***	***30***
Database: DRYCLEANERS, Date of Government Version: 08/30/2018				
EPA Id: CAD981696461				
OGDEN'S CLEANERS	6250 WILSHIRE BLVD	NNW 1/8 - 1/4 (0.222 mi.)	E16	34
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
OGDEN'S CLEANERS	6250 WILSHIRE BLVD	NNW 1/8 - 1/4 (0.222 mi.)	E17	34
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
LUCKY CLEANERS	5960 W OLYMPIC BLVD	SSE 1/8 - 1/4 (0.227 mi.)	G18	35
Database: DRYCLEANERS, Date of Government Version: 08/30/2018				
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
EPA Id: CAL000303828				
LUCKY CLEANERS	***5960 W OLYMPIC BLVD***	***SSE 1/8 - 1/4 (0.227 mi.)***	***G19***	***36***
Database: DRYCLEANERS, Date of Government Version: 08/30/2018				
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
EPA Id: CAL000413328				
JEREL'S CLEANERS	5960 W OLYMPIC BLVD	SSE 1/8 - 1/4 (0.227 mi.)	G20	39
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
JERELS CLEANERS, K.	5960 W OLYMPIC BLVD	SSE 1/8 - 1/4 (0.227 mi.)	G21	40
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
JEREL'S CLEANERS	5960 W OLYMPIC BLVD	SSE 1/8 - 1/4 (0.227 mi.)	G22	40
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				
LUCKY CLEANERS, KIL	5960 W OLYMPIC BLVD	SSE 1/8 - 1/4 (0.227 mi.)	G23	41
Database: DRYCLEAN SOUTH COAST, Date of Government Version: 10/04/2018				

EXECUTIVE SUMMARY

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AL-SAL OIL (OLD UNOC Reg Id: 900360125	***6050 006TH ST W***	***NNE 1/4 - 1/2 (0.304 mi.)***	***28***	***47***

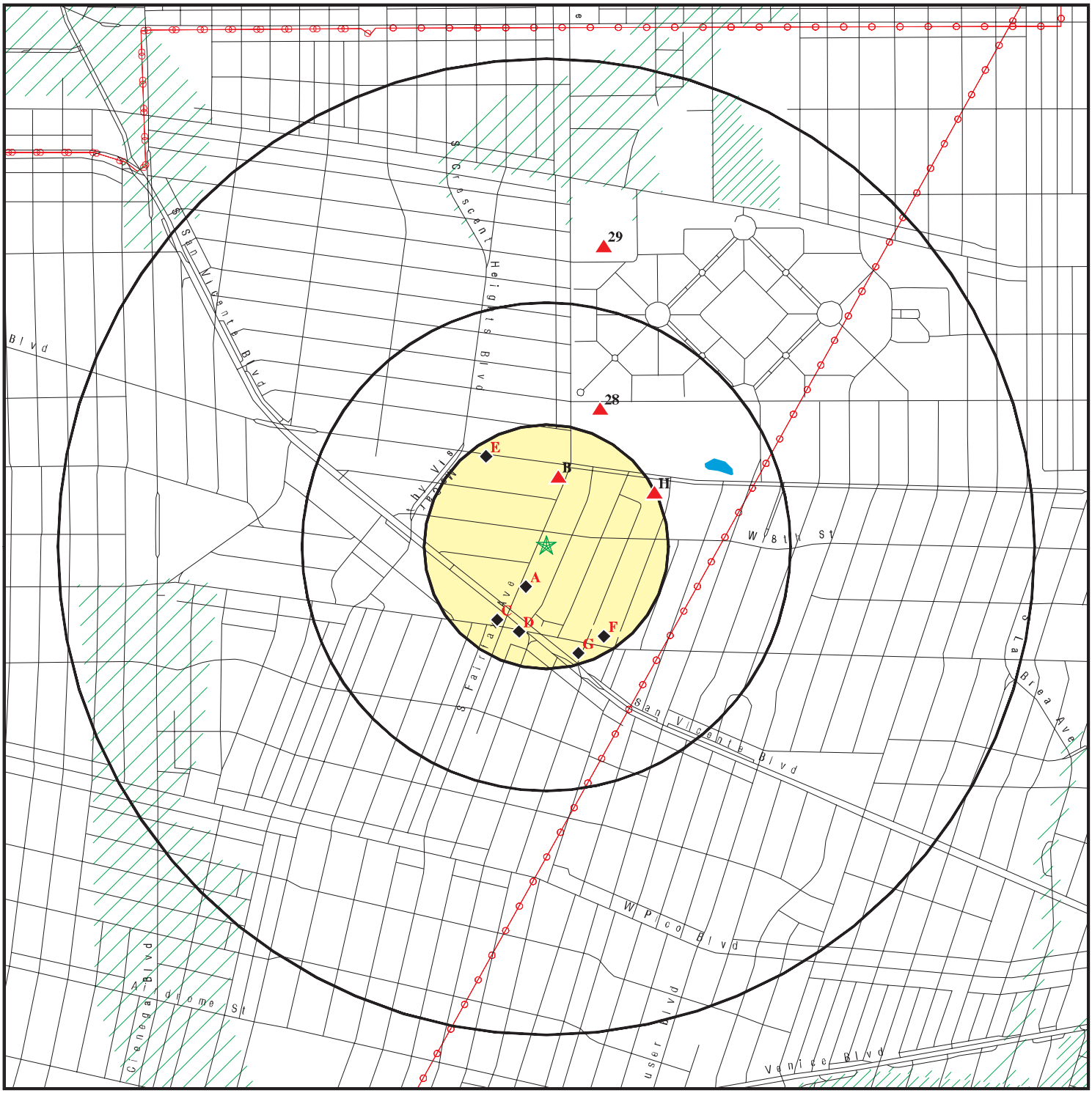
Lower Elevation	Address	Direction / Distance	Map ID	Page
SHELL Reg Id: 900480098	***6101 OLYMPIC BLVD***	***SW 1/8 - 1/4 (0.180 mi.)***	***C5***	***12***

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
FARMERS MARKET CAR WASH (FORMER)	LUST
SALT LAKE PROPERTY	ENVIROSTOR

OVERVIEW MAP - 5539509.2S

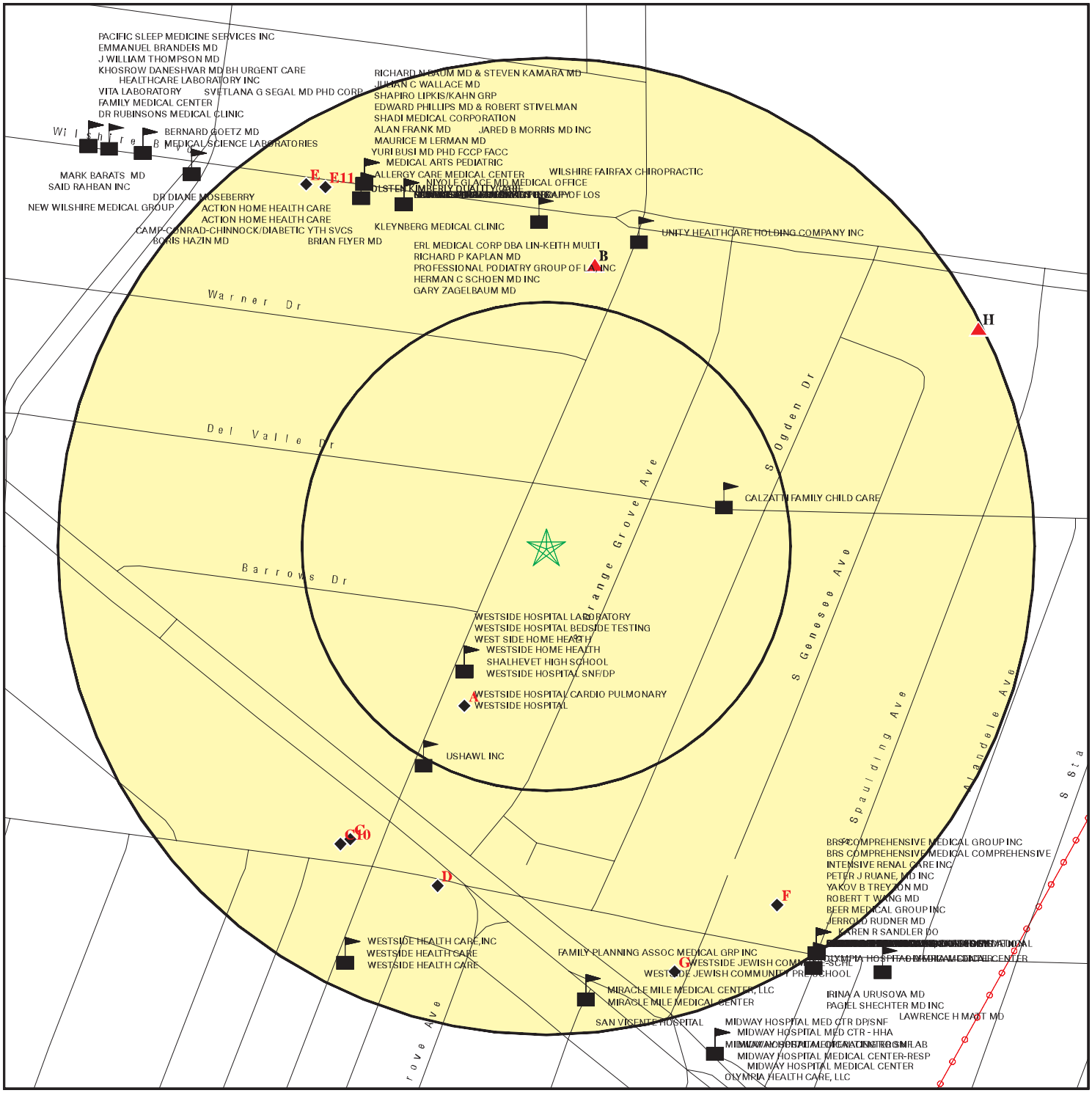


- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Residential Property	CLIENT: Gaston and Associates
ADDRESS: 830 South Fairfax Avenue Los Angeles CA 90036	CONTACT: Will Gaston
LAT/LONG: 34.060561 / 118.362267	INQUIRY #: 5539509.2s DATE: January 22, 2019 1:14 pm

DETAIL MAP - 5539509.2S



0 1/16 1/8 1/4 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Residential Property	CLIENT: Gaston and Associates
ADDRESS: 830 South Fairfax Avenue Los Angeles CA 90036	CONTACT: Will Gaston
LAT/LONG: 34.060561 / 118.362267	INQUIRY #: 5539509.2s DATE: January 22, 2019 1:16 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	5	NR	NR	NR	5
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	0	1	NR	1
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	1	1	NR	NR	2

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	3	NR	NR	NR	3
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	3	NR	NR	NR	4
HIST UST	0.250		2	2	NR	NR	NR	4
CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		1	3	NR	NR	NR	4
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	11	NR	NR	NR	11
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	1	1	NR	NR	2
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	4	31	2	1	0	38

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
SSW
< 1/8
0.092 mi.
484 ft.

WESTSIDE HOSPITAL
910 S FAIRFAX AVE
LOS ANGELES, CA 90036

SWEEPS UST
HIST UST
CA FID UST

S101617387
N/A

Site 1 of 2 in cluster A

Relative:
Lower

Actual:
155 ft.

SWEEPS UST:

Status:	Active
Comp Number:	3112
Number:	1
Board Of Equalization:	Not reported
Referral Date:	08-30-93
Action Date:	03-18-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003112-000001
Tank Status:	A
Capacity:	500
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	1

HIST UST:

File Number:	0002630F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002630F.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported

Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19048393
Regulated By:	UTNKA
Regulated ID:	00055873
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2139383431
Mail To:	Not reported
Mailing Address:	414 N CAMDEN DR

WESTSIDE HOSPITAL (Continued) **S101617387**

Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900360000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

A2 **WESTSIDE HOSPITAL** **HIST UST** **U001561443**
SSW **910 S FAIRFAX AVE** **N/A**
< 1/8 **LOS ANGELES, CA 90036**
0.092 mi.
484 ft. **Site 2 of 2 in cluster A**

Relative:
Lower

Actual:
155 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000055873
Facility Type: Other
Other Type: HOSPITAL
Contact Name: BILL MCGUIRE
Telephone: 2139383431
Owner Name: AMERICAN MEDICAL INTERNATIONAL
Owner Address: 414 N. CAMDEN DRIVE
Owner City,St,Zip: BEVERLY HILLS, CA 90210
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1954
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

B3 **6100 HOLDINGS PARTNERS** **UST** **U003781561**
North **6100 WILSHIRE BLVD** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90048**
0.146 mi.
772 ft. **Site 1 of 2 in cluster B**

Relative:
Higher

Actual:
165 ft.

UST:
Facility ID: 25298
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.064137
Longitude: -118.360541

SWEEPS UST:
Status: Active
Comp Number: 6433
Number: 1
Board Of Equalization: Not reported

6100 HOLDINGS PARTNERS (Continued) **U003781561**

Referral Date:	09-22-93
Action Date:	03-18-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

B4 **THE HARA COMPANY** **CA FID UST** **S101585603**
North **6100 WILSHIRE BLVD** **EMI** **N/A**
1/8-1/4 **LOS ANGELES, CA 90048** **HAZNET**
0.146 mi.
772 ft. **Site 2 of 2 in cluster B**

Relative:
Higher

Actual:
165 ft.

CA FID UST:

Facility ID:	19026156
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	6100 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900480000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	68479
Air District Name:	SC
SIC Code:	6512
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

THE HARA COMPANY (Continued) **S101585603**

HAZNET:

envid:	S101585603
Year:	2017
GEPAID:	CAL000430700
Contact:	ERNESTO GALINDO
Telephone:	3239336100
Mailing Name:	Not reported
Mailing Address:	PO BOX 5345
Mailing City,St,Zip:	BEVERLY HILLS, CA 90209
Gen County:	Los Angeles
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1251
Cat Decode:	Unspecified oil-containing waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

C5 **SHELL** **LUST** **S102436926**
SW **6101 OLYMPIC BLVD** **HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90048**
0.180 mi.
952 ft. **Site 1 of 4 in cluster C**

Relative: **Lower**
Actual: **152 ft.**

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603701109
Global Id:	T0603701109
Latitude:	34.0582343
Longitude:	-118.3638796
Status:	Completed - Case Closed
Status Date:	02/20/2014
Case Worker:	DPP
RB Case Number:	900480098
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	30466
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603701109
Contact Type:	Regional Board Caseworker
Contact Name:	DANIEL PIROTTON
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	dpirotton@waterboards.ca.gov
Phone Number:	2135766714

Global Id:	T0603701109
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA

SHELL (Continued) **S102436926**

Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:

Global Id: T0603701109
Action Type: Other
Date: 10/25/1991
Action: Leak Reported

Global Id: T0603701109
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 07/05/2012
Action: Site Assessment Report

Global Id: T0603701109
Action Type: ENFORCEMENT
Date: 11/13/2008
Action: Staff Letter

Global Id: T0603701109
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 09/05/2013
Action: Request for Closure - Regulator Responded

Global Id: T0603701109
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 04/15/2013
Action: Monitoring Report - Quarterly

SHELL (Continued) **S102436926**

Global Id: T0603701109
Action Type: RESPONSE
Date: 04/05/2013
Action: Site Assessment Report

Global Id: T0603701109
Action Type: RESPONSE
Date: 01/15/2009
Action: Other Report / Document

Global Id: T0603701109
Action Type: RESPONSE
Date: 07/13/2009
Action: Other Report / Document

Global Id: T0603701109
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 07/15/2014
Action: Well Destruction Report

Global Id: T0603701109
Action Type: RESPONSE
Date: 02/11/2014
Action: Other Report / Document

Global Id: T0603701109
Action Type: RESPONSE
Date: 10/15/2009
Action: Other Report / Document

Global Id: T0603701109
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701109
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701109
Action Type: ENFORCEMENT
Date: 12/11/2013
Action: Notification - Preclosure

Global Id: T0603701109
Action Type: ENFORCEMENT
Date: 02/20/2014
Action: Closure/No Further Action Letter

Global Id: T0603701109
Action Type: RESPONSE

SHELL (Continued) **S102436926**

Date: 04/15/2009
Action: Other Report / Document

Global Id: T0603701109
Action Type: Other
Date: 09/07/1988
Action: Leak Discovery

Global Id: T0603701109
Action Type: RESPONSE
Date: 10/25/2010
Action: Site Assessment Report

Global Id: T0603701109
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603701109
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603701109
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0603701109
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603701109
Status: Completed - Case Closed
Status Date: 02/20/2014

Global Id: T0603701109
Status: Open - Case Begin Date
Status Date: 09/07/1988

Global Id: T0603701109
Status: Open - Eligible for Closure
Status Date: 06/04/2013

Global Id: T0603701109
Status: Open - Referred
Status Date: 10/07/2008

Global Id: T0603701109
Status: Open - Remediation

SHELL (Continued) **S102436926**

Status Date: 10/25/1991

Global Id: T0603701109
Status: Open - Site Assessment
Status Date: 10/26/2007

Global Id: T0603701109
Status: Open - Site Assessment
Status Date: 11/13/2008

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900480098	
Status:	Remediation Plan	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603701109	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	FAIRFAX AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	9/7/1988	
Date Leak First Reported:		10/25/1991
Date Leak Record Entered:	12/11/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		12/13/1991
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BASS, K.	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3312.373149368693208000887536 1
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		10/25/1991
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	

SHELL (Continued) **S102436926**

Organization: Not reported
Owner Contact: Not reported
Responsible Party: SHELL OIL COMPANY
RP Address: 511 BROOKHURST ST., N., ANAHEIM, 92801
Program: LUST
Lat/Long: 34.0582343 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900480098

C6 **BEVERLY SHELL** **SWEEPS UST** **S101583285**
SW **6101 W OLYMPIC BLVD** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.180 mi.
952 ft. **Site 2 of 4 in cluster C**

Relative:
Lower

Actual:
152 ft.

SWEEPS UST:
Status: Active
Comp Number: 6077
Number: 3
Board Of Equalization: Not reported
Referral Date: 02-26-93
Action Date: 01-20-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-006077-000001
Tank Status: A
Capacity: 12000
Active Date: 01-20-94
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: 3

Status: Active
Comp Number: 6077
Number: 3
Board Of Equalization: Not reported
Referral Date: 02-26-93
Action Date: 01-20-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-006077-000002
Tank Status: A
Capacity: 12000
Active Date: 01-20-94
Tank Use: M.V. FUEL

BEVERLY SHELL (Continued) **S101583285**

STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 6077
Number: 3
Board Of Equalization: Not reported
Referral Date: 02-26-93
Action Date: 01-20-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-006077-000003
Tank Status: A
Capacity: 12000
Active Date: 01-20-94
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19003270
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 8004474355
Mail To: Not reported
Mailing Address: P O BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

C7 **SHELL SERVICE STATION** **RCRA-SQG 1005415547**
SW **6101 W OLYMPIC** **UST CAR000112565**
1/8-1/4 **LOS ANGELES, CA 90048** **FINDS**
0.180 mi. **ECHO**
952 ft. **Site 3 of 4 in cluster C** **HAZNET**

Relative: **Lower**
Actual: **152 ft.**

RCRA-SQG:
Date form received by agency: 02/14/2002
Facility name: SHELL SERVICE STATION
Facility address: 6101 W OLYMPIC
S A P 135564
LOS ANGELES, CA 90048
EPA ID: CAR000112565
Mailing address: P O BOX 2648
HOUSTON, TX 77252-2648
Contact: SONDRA BIENVENU
Contact address: P O BOX 2648

SHELL SERVICE STATION (Continued) **1005415547**

HOUSTON, TX 77252-2648
Contact country: US
Contact telephone: 713-241-5036
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: EQUILON ENTERPRISES L L C
Owner/operator address: P O BOX 2648
HOUSTON, TX 77252
Owner/operator country: Not reported
Owner/operator telephone: 713-241-5036
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

SHELL SERVICE STATION (Continued) **1005415547**

UST:
Facility ID: 25300
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.059811
Longitude: -118.362663

Facility ID: Not reported
Permitting Agency: Los Angeles City Fire Department
Latitude: 34.05846
Longitude: -118.36401

FINDS:

Registry ID: 110012230273

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1005415547
Registry ID: 110012230273
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012230273

HAZNET:
envid: 1005415547
Year: 2014
GEPAID: CAR000112565
Contact: ADAM ESTES
Telephone: 3172917007
Mailing Name: Not reported
Mailing Address: PO BOX 3127
Mailing City,St,Zip: HOUSTON, TX 772530000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.22935
Cat Decode: Not reported
Method Decode: Not reported

SHELL SERVICE STATION (Continued) **1005415547**

Facility County: Los Angeles

envid: 1005415547
Year: 2012
GEPAID: CAR000112565
Contact: JEANNE TRAYLOR
Telephone: 7132416992
Mailing Name: Not reported
Mailing Address: PO BOX 3127
Mailing City,St,Zip: HOUSTON, TX 772530000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.0417
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1005415547
Year: 2010
GEPAID: CAR000112565
Contact: JEANNE TRAYLOR
Telephone: 7132416992
Mailing Name: Not reported
Mailing Address: PO BOX 3127
Mailing City,St,Zip: HOUSTON, TX 772530000
Gen County: Not reported
TSD EPA ID: CAT080013352
TSD County: Not reported
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.2085
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1005415547
Year: 2004
GEPAID: CAR000112565
Contact: N CORTEZ/ENVT'L DATA ANALYST
Telephone: 2818742224
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip: Houston, TX 770672508
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: 0.01
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

SHELL SERVICE STATION (Continued) **1005415547**

envid:	1005415547
Year:	2003
GEPAID:	CAR000112565
Contact:	N CORTEZ/ENVT'L DATA ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DRIVE MFT 240-G
Mailing City,St,Zip:	Houston, TX 770672508
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Disposal, Other
Tons:	1.5
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

D8 **GOLDENGLO 1 HOUR DRY CLEANERS, R ABEYTA** **DRYCLEANERS** **S121697602**
SSW **6060 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.182 mi.
963 ft. **Site 1 of 2 in cluster D**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	40158
Application Number:	111272
Permit Number:	M36772
Status:	O
Representative Name:	LOU R. ABEYTA
Representative Telephone:	213 8218425
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

Actual:
152 ft.

D9 **GOLDEN CLEANER** **DRYCLEANERS** **S121697977**
SSW **6060 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.182 mi.
963 ft. **Site 2 of 2 in cluster D**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	46146
Application Number:	128361
Permit Number:	M42788
Status:	I
Representative Name:	SAM BOSTANI
Representative Telephone:	213 9378853
Permit Status:	INACTIVE

Actual:
152 ft.

GOLDEN CLEANER (Continued) **S121697977**

BCAT Number: 000234
BCAT Description: DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number: 02
CCAT Description: ADSORBER (DRY CLEANING) REGENERATIVE
UTM East: 374.45999146
UTM North: 3768.3300781

C10 **MORRIS SHACHORY** **CA FID UST** **S101587600**
SW **6107 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.185 mi.
978 ft. **Site 4 of 4 in cluster C**

Relative:
Lower

Actual:
152 ft.

CA FID UST:
Facility ID: 19055803
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 6107 W OLYMPIC BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900360000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

E11 **KROGER SPECIALTY PHARMACY CA 2, LLC** **RCRA-SQG** **1024089788**
NNW **6240 WILSHIRE BLVD** **CAR000278226**
1/8-1/4 **LOS ANGELES, CA 90048**
0.216 mi.
1140 ft. **Site 1 of 4 in cluster E**

Relative:
Lower

Actual:
158 ft.

RCRA-SQG:
Date form received by agency: 12/14/2017
Facility name: KROGER SPECIALTY PHARMACY CA 2, LLC
Facility address: 6240 WILSHIRE BLVD
LOS ANGELES, CA 90048
EPA ID: CAR000278226
Mailing address: WILSHIRE BLVD
LOS ANGELES, CA 90048
Contact: RAMONA EDERY
Contact address: WILSHIRE BLVD
LOS ANGELES, CA 90048
Contact country: US
Contact telephone: 323-936-8221
Contact email: RAMONA.EDERY@MODERNHEALTHINC.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

KROGER SPECIALTY PHARMACY CA 2, LLC (Continued) **1024089788**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	KROGER SPECIALTY PHARMACY HOLDINGS 2, INC
Owner/operator address:	3200 LAKE EMMA ROAD SUITE 1000 LAKE MARY, FL 32746
Owner/operator country:	US
Owner/operator telephone:	855-802-3230
Owner/operator email:	COMPLIANCE@MODERNHEALTHINC.COM
Owner/operator fax:	888-315-3270
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	07/24/2012
Owner/Op end date:	Not reported

Owner/operator name:	KROGER SPECIALTY PHARMACY HOLDINGS 2, INC
Owner/operator address:	3200 LAKE EMMA ROAD SUITE 1000 LAKE MARY, FL 32746
Owner/operator country:	US
Owner/operator telephone:	855-802-3230
Owner/operator email:	COMPLIANCE@MODERNHEALTHINC.COM
Owner/operator fax:	888-315-3270
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	07/24/2012
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code:	311
. Waste name:	Pharmaceutical waste

. Waste code:	D001
. Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET,

KROGER SPECIALTY PHARMACY CA 2, LLC (Continued) **1024089788**

WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D002
. Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

. Waste code: D005
. Waste name: BARIUM

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D011
. Waste name: SILVER

. Waste code: D016
. Waste name: 2,4-D

. Waste code: D018
. Waste name: BENZENE

. Waste code: D022
. Waste name: CHLOROFORM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: D035
. Waste name: METHYL ETHYL KETONE

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS

. Waste code: U010

KROGER SPECIALTY PHARMACY CA 2, LLC (Continued) **1024089788**

. Waste name: AZIRINO[2',3':3,4]PYRROLO[1,2-A]INDOLE-4,7-DIONE, 6-AMINO-8-[[(AMINOCARBONYL)OXY]METHYL]-1,1A,2,8,8A,8B-HEXAHYDRO-8A-METHOXY-5-METHYL-, [1AS-(1AALPHA, 8BETA,8AALPHA,8BALPHA)]-

. Waste code: U035
. Waste name: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]-

. Waste code: U044
. Waste name: CHLOROFORM

. Waste code: U058
. Waste name: CYCLOPHOSPHAMIDE

. Waste code: U059
. Waste name: DAUNOMYCIN

. Waste code: U089
. Waste name: DIETHYLSTILBESTEROL

. Waste code: U132
. Waste name: HEXACHLOROPHENE

. Waste code: U144
. Waste name: ACETIC ACID, LEAD(2+) SALT

. Waste code: U150
. Waste name: MELPHALAN

. Waste code: U187
. Waste name: ACETAMIDE, N-(4-ETHOXYPHENYL)-

Violation Status: No violations found

F12 **MID WILSHIRE FOOT CLINIC** **RCRA NonGen / NLR** **1000597908**
SSE **5901 W OLYMPIC BLVD 400** **FINDS** **CAD983619438**
1/8-1/4 **LOS ANGELES, CA 90036** **ECHO**
0.218 mi.
1153 ft. **Site 1 of 3 in cluster F**

Relative: **Lower**
Actual: **157 ft.**

RCRA NonGen / NLR:
Date form received by agency: 05/21/1996
Facility name: MID WILSHIRE FOOT CLINIC
Facility address: 5901 W OLYMPIC BLVD 400
LOS ANGELES, CA 90036
EPA ID: CAD983619438
Contact: CLIFFORD J WOLF
Contact address: 15725 POMERADO RD STE 111
POWAY, CA 92064
Contact country: US
Contact telephone: 619-451-2151
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: CLIFFORD J WOLF

MID WILSHIRE FOOT CLINIC (Continued) **1000597908**

Owner/operator address: 5901 W OLYMPIC BLVD 400
LOS ANGELES, CA 90036
Owner/operator country: Not reported
Owner/operator telephone: 213-933-5064
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MIDWAY HOSPITAL MEDICAL CTR
Owner/operator address: 5925 SAN VICENTE BLVD
LOS ANGELES, CA 90019
Owner/operator country: Not reported
Owner/operator telephone: 213-938-3161
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002869352

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MID WILSHIRE FOOT CLINIC (Continued) **1000597908**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000597908
Registry ID: 110002869352
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002869352

F13 **MICHAEL D ROBACK M D** **RCRA-SQG** **1000819568**
SSE **5901 W OLYMPIC BLVD NO 401** **FINDS** **CAD983655598**
1/8-1/4 **LOS ANGELES, CA 90036** **ECHO**
0.218 mi.
1153 ft. **Site 2 of 3 in cluster F**

Relative:
Lower

Actual:
157 ft.

RCRA-SQG:
Date form received by agency: 12/18/1992
Facility name: MICHAEL D ROBACK M D
Facility address: 5901 W OLYMPIC BLVD NO 401
MIDWAY MEDICAL PLAZA
LOS ANGELES, CA 90036
EPA ID: CAD983655598
Mailing address: W OLYMPIC BLVD NO 401
MIDWAY MEDICAL PLAZA
LOS ANGELES, CA 90036
Contact: NICOLETTE SPOLTORE
Contact address: 5901 W OLYMPIC BLVD NO 401 MIDWAY MEDICAL PLAZA
LOS ANGELES, CA 90036
Contact country: US
Contact telephone: 213-938-4131
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MICHAEL D ROBACK M D D A MED CORP
Owner/operator address: 5901 W OLYMPIC BLVD
LOS ANGELES, CA 90036
Owner/operator country: Not reported
Owner/operator telephone: 213-938-4131
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

MICHAEL D ROBACK M D (Continued) **1000819568**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002889713

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000819568
Registry ID:	110002889713
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002889713

F14 **OLYMPIA MEDICAL CENTER** **UST** **U004264064**
SSE **5901 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.218 mi.
1153 ft. **Site 3 of 3 in cluster F**

Relative:
Lower

Actual:
157 ft.

UST:

Facility ID:	FA0009535
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.0579
Longitude:	-118.36021

E15 NNW 1/8-1/4 0.222 mi. 1174 ft. — **OGDENS CLEANERS**, **6250 WILSHIRE BLVD**, **LOS ANGELES, CA 90047**, **Site 2 of 4 in cluster E**

Database(s): **RCRA-SQG, FINDS, ECHO, DRYCLEANERS, HAZNET**

EDR ID Number: **1000208409**
EPA ID Number: **CAD981696461**

Relative: Lower

Actual: 157 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	OGDENS CLEANERS
Facility address:	6250 WILSHIRE BLVD LOS ANGELES, CA 90047
EPA ID:	CAD981696461
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	GARY OGDEN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

OGDENS CLEANERS (Continued) **1000208409**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 12/01/1986
Site name: OGDENS CLEANERS
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002756232

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000208409
Registry ID: 110002756232
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002756232

DRYCLEANERS:
EPA Id: CAD981696461
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 07/03/1987
Facility Active: No
Inactive Date: 06/30/2017

OGDENS CLEANERS (Continued) **1000208409**

Facility Addr2:	Not reported
Owner Name:	SEKYU KIM
Owner Address:	6250 WILSHIRE BLVD
Owner Address 2:	Not reported
Owner Telephone:	3239365654
Contact Name:	SEKYU KIM
Contact Address:	6250 WILSHIRE BLVD
Contact Address 2:	Not reported
Contact Telephone:	3239365654
Mailing Name:	Not reported
Mailing Address 1:	6250 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900480000
Owner Fax:	0000000000
Region Code:	3

HAZNET:

envid:	1000208409
Year:	2008
GEPAID:	CAD981696461
Contact:	SEKYU KIM
Telephone:	3239365654
Mailing Name:	Not reported
Mailing Address:	6250 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900480000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	0.25
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000208409
Year:	2007
GEPAID:	CAD981696461
Contact:	SEKYU KIM
Telephone:	3239365654
Mailing Name:	Not reported
Mailing Address:	6250 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900480000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid: 1000208409

OGDENS CLEANERS (Continued) **1000208409**

Year:	2007
GEPAID:	CAD981696461
Contact:	SEKYU KIM
Telephone:	3239365654
Mailing Name:	Not reported
Mailing Address:	6250 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900480000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Solvents Recovery
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000208409
Year:	2007
GEPAID:	CAD981696461
Contact:	SEKYU KIM
Telephone:	3239365654
Mailing Name:	Not reported
Mailing Address:	6250 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900480000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Aqueous solution with total organic residues less than 10 percent
Disposal Method:	Solvents Recovery
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000208409
Year:	2006
GEPAID:	CAD981696461
Contact:	SEKYU KIM
Telephone:	3239365654
Mailing Name:	Not reported
Mailing Address:	6250 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900480000
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Solvents Recovery
Tons:	0.22
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
21 additional CA_HAZNET: record(s) in the EDR Site Report.

E16
NNW
1/8-1/4
0.222 mi.
1174 ft.

OGDEN'S CLEANERS
6250 WILSHIRE BLVD
LOS ANGELES, CA 90048

Site 3 of 4 in cluster E

DRYCLEANERS

S121699191
N/A

Relative:
Lower

Actual:
157 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	69674
Application Number:	192618
Permit Number:	D09811
Status:	A
Representative Name:	SEKYU KIM
Representative Telephone:	213 9365654
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	374.07199097
UTM North:	3769.8139648

Facility ID:	69674
Application Number:	290468
Permit Number:	D81299
Status:	A
Representative Name:	SEKYU KIM
Representative Telephone:	213 9365654
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	374.07199097
UTM North:	3769.8139648

Facility ID:	69674
Application Number:	466479
Permit Number:	F88579
Status:	A
Representative Name:	SEKYU KIM
Representative Telephone:	213 9365654
Permit Status:	ACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	374.07199097
UTM North:	3769.8139648

E17
NNW
1/8-1/4
0.222 mi.
1174 ft.

OGDEN'S CLEANERS
6250 WILSHIRE BLVD
LOS ANGELES, CA 90272

Site 4 of 4 in cluster E

DRYCLEANERS

S121694277
N/A

Relative:
Lower

Actual:
157 ft.

DRYCLEAN SOUTH COAST:

Facility ID:	118
Application Number:	104897
Permit Number:	Not reported
Status:	O

OGDEN'S CLEANERS (Continued) **S121694277**

Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	Not reported
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0
Facility ID:	118
Application Number:	107697
Permit Number:	M32741
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0
Facility ID:	118
Application Number:	C39919
Permit Number:	M21674
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

G18 **LUCKY CLEANERS** **DRYCLEANERS** **S106245738**
SSE **5960 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.227 mi.
1200 ft. **Site 1 of 6 in cluster G**

Relative: DRYCLEANERS:
Lower

EPA Id:	CAL000303828
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	02/24/2006
Facility Active:	No
Inactive Date:	08/04/2015
Facility Addr2:	Not reported
Owner Name:	CHAN KIM
Owner Address:	5960 W OLYMPIC BLVD
Owner Address 2:	Not reported
Owner Telephone:	3239380734

Actual:
151 ft.

LUCKY CLEANERS (Continued) **S106245738**

Contact Name:	CHAN KIM
Contact Address:	1029 S HOBART BLVD
Contact Address 2:	Not reported
Contact Telephone:	8184270897
Mailing Name:	Not reported
Mailing Address 1:	308 1/2 S BEVERLY DR
Mailing Address 2:	Not reported
Mailing City:	BEVERLY HILLS
Mailing State:	CA
Mailing Zip:	90212
Owner Fax:	0000000000
Region Code:	3

DRYCLEAN SOUTH COAST:

Facility ID:	146310
Application Number:	449688
Permit Number:	F79109
Status:	S
Representative Name:	CHAN KIM
Representative Telephone:	323 9380734
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	374.39001465
UTM North:	3769.1999512

Facility ID:	146310
Application Number:	467446
Permit Number:	F89285
Status:	S
Representative Name:	CHAN KIM
Representative Telephone:	323 9380734
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	374.39001465
UTM North:	3769.1999512

G19 **LUCKY CLEANERS** **DRYCLEANERS** **S113022491**
SSE **5960 W OLYMPIC BLVD** **HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.227 mi.
1200 ft. **Site 2 of 6 in cluster G**

Relative: **Lower**
Actual: **151 ft.**

DRYCLEANERS:

EPA Id:	CAL000413328
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	12/18/2015
Facility Active:	No
Inactive Date:	06/30/2016

LUCKY CLEANERS (Continued) **S113022491**

Facility Addr2:	Not reported
Owner Name:	LUCKY CLEANERS CORP
Owner Address:	5960 W OLYMPIC BLVD
Owner Address 2:	Not reported
Owner Telephone:	3239380734
Contact Name:	ALFONSO UGALDE/PRESIDENT
Contact Address:	5960 W OLYMPIC BLVD
Contact Address 2:	Not reported
Contact Telephone:	2132987823
Mailing Name:	Not reported
Mailing Address 1:	5960 W OLYMPIC BLVD
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90036
Owner Fax:	3239381395
Region Code:	3

DRYCLEAN SOUTH COAST:

Facility ID:	180343
Application Number:	576326
Permit Number:	G36461
Status:	A
Representative Name:	ALFONSO UGALDE
Representative Telephone:	323 2987823
Permit Status:	INACT_NR
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	374.39001465
UTM North:	3769.1999512

HAZNET:

envid:	S113022491
Year:	2017
GEPAID:	CAC002917416
Contact:	KEY DARABI
Telephone:	8186181843
Mailing Name:	Not reported
Mailing Address:	5960 WEST OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90036
Gen County:	Los Angeles
TSD EPA ID:	CAD980675276
TSD County:	Kern
Waste Category:	Unspecified aqueous solution
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.05
Cat Decode:	Unspecified aqueous solution
Method Decode:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

envid:	S113022491
Year:	2005

LUCKY CLEANERS (Continued) **S113022491**

GEPAID: CAL000002424
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 5960 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900364610
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: Not reported
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113022491
Year: 2005
GEPAID: CAL000002424
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 5960 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900364610
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Recycler
Tons: 0.27
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113022491
Year: 2005
GEPAID: CAL000002424
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 5960 W OLYMPIC BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900364610
Gen County: Not reported
TSD EPA ID: NVR000076158
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method: Invalid Code
Tons: 0.22
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S113022491
Year: 2005
GEPAID: CAL000002424

LUCKY CLEANERS (Continued) **S113022491**

Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	5960 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900364610
Gen County:	Not reported
TSD EPA ID:	NVR000076158
TSD County:	Not reported
Waste Category:	Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Disposal Method:	Not reported
Tons:	Not reported
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
16 additional CA_HAZNET: record(s) in the EDR Site Report.

G20 **JEREL'S CLEANERS** **DRYCLEANERS** **S121694048**
SSE **5960 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.227 mi.
1200 ft. **Site 3 of 6 in cluster G**

Relative: **Lower**
Actual: **151 ft.**

DRYCLEAN SOUTH COAST:

Facility ID:	114391
Application Number:	335132
Permit Number:	F11116
Status:	S
Representative Name:	MEHRAM EBRAHIMPOUR
Representative Telephone:	323 9380734
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	374.45999146
UTM North:	3768.3300781

Facility ID:	114391
Application Number:	343983
Permit Number:	F15893
Status:	S
Representative Name:	MEHRAM EBRAHIMPOUR
Representative Telephone:	323 9380734
Permit Status:	INACT_NR
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	374.45999146
UTM North:	3768.3300781

G21 **JERELS CLEANERS, K. KIRKPATRICK DBA** **DRYCLEANERS** **S121693864**
SSE **5960 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.227 mi.
1200 ft. **Site 4 of 6 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	110776
Application Number:	322776
Permit Number:	F4604
Status:	S
Representative Name:	JERRY, JOHNNY, KILCHA KIRKPATRICK
Representative Telephone:	213 9380734
Permit Status:	INACT_NR
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	374.45999146
UTM North:	3768.3300781

Actual:
151 ft.

G22 **JEREL'S CLEANERS** **DRYCLEANERS** **S121697087**
SSE **5960 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.227 mi.
1200 ft. **Site 5 of 6 in cluster G**

Relative: DRYCLEAN SOUTH COAST:
Lower

Facility ID:	24322
Application Number:	103745
Permit Number:	M31454
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	374.3999939
UTM North:	3769.1000977

Actual:
151 ft.

Facility ID:	24322
Application Number:	C37193
Permit Number:	M22577
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	374.3999939
UTM North:	3769.1000977

G23 **LUCKY CLEANERS, KIL Y JUNG, DBA** **DRYCLEANERS** **S121694435**
SSE **5960 W OLYMPIC BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.227 mi.
1200 ft. **Site 6 of 6 in cluster G**

Relative: **Lower**
Actual: **151 ft.**

DRYCLEAN SOUTH COAST:

Facility ID:	121218
Application Number:	362527
Permit Number:	F24103
Status:	S
Representative Name:	KIL Y JUNG
Representative Telephone:	323 9380734
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	374.36801147
UTM North:	3769.1960449

Facility ID:	121218
Application Number:	401539
Permit Number:	F52332
Status:	S
Representative Name:	KIL Y JUNG
Representative Telephone:	323 9380734
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	374.36801147
UTM North:	3769.1960449

H24 **THE SHORENSTEIN CO** **SWEEPS UST** **U001561435**
ENE **5900 WILSHIRE BLVD** **HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90011** **EMI**
0.248 mi.
1308 ft. **Site 1 of 4 in cluster H**

Relative: **Higher**
Actual: **173 ft.**

SWEEPS UST:

Status:	Not reported
Comp Number:	8323
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

THE SHORENSTEIN CO (Continued) **U001561435**

HIST UST:

File Number:	000290AB
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000290AB.pdf
Region:	STATE
Facility ID:	00000007909
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	MILTON MEYER & COMPANY
Telephone:	0000000000
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0002
Tank Num:	001
Container Num:	0347-2
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	0347-1
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	81377
Air District Name:	SC
SIC Code:	8742
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	81377

THE SHORENSTEIN CO (Continued) **U001561435**

Air District Name:	SC
SIC Code:	8742
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

H25 **5900 WILSHIRE BOULEVARD BUILDI** **HIST UST** **U001561414**
ENE **5900 WILSHIRE BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90036**
0.248 mi.
1308 ft. **Site 2 of 4 in cluster H**

Relative: **Higher**
Actual: **173 ft.**

HIST UST:

File Number:	00027C4F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027C4F.pdf
Region:	STATE
Facility ID:	00000063362
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	ROBERT ALKUS
Telephone:	2139376550
Owner Name:	MILTON MEYER & CO.
Owner Address:	5900 WILSHIRE BLVD.
Owner City,St,Zip:	LOS ANGELES, CA 90036
Total Tanks:	0002
Tank Num:	001
Container Num:	2
Year Installed:	1971
Tank Capacity:	00009940
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1971
Tank Capacity:	00008000
Tank Used for:	WASTE
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

H26 **D D B NEEDHAM WORLDWIDE INC** **RCRA-SQG** **1000686547**
ENE **5900 WILSHIRE BLVD** **FINDS** **CAD983638685**
1/8-1/4 **LOS ANGELES, CA 90036** **ECHO**
0.248 mi. **HAZNET**
1308 ft. **Site 3 of 4 in cluster H**

Relative: Higher

Actual: 173 ft.

RCRA-SQG:

Date form received by agency:	06/04/1992
Facility name:	D D B NEEDHAM WORLDWIDE INC
Facility address:	5900 WILSHIRE BLVD LOS ANGELES, CA 90036
EPA ID:	CAD983638685
Contact:	JUDY NORRIS
Contact address:	5900 WILSHIRE BLVD LOS ANGELES, CA 90036
Contact country:	US
Contact telephone:	213-930-5431
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	OMNICOM GROUP INC
Owner/operator address:	437 MADISON AVE NEW YORK, NY 10022
Owner/operator country:	Not reported
Owner/operator telephone:	212-415-3600
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

D D B NEEDHAM WORLDWIDE INC (Continued) **1000686547**

FINDS:

Registry ID: 110002877940

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000686547
Registry ID:	110002877940
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002877940

HAZNET:

envid:	1000686547
Year:	1995
GEPAID:	CAD983638685
Contact:	OMNICOM GROUP INC
Telephone:	2124153600
Mailing Name:	Not reported
Mailing Address:	5900 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900360000
Gen County:	Not reported
TSD EPA ID:	CAD003963592
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.2502
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000686547
Year:	1993
GEPAID:	CAD983638685
Contact:	OMNICOM GROUP INC
Telephone:	2124153600
Mailing Name:	Not reported
Mailing Address:	5900 WILSHIRE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900360000
Gen County:	Not reported
TSD EPA ID:	CAD982524613
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.87570000000
Cat Decode:	Not reported
Method Decode:	Not reported

D D B NEEDHAM WORLDWIDE INC (Continued) **1000686547**

Facility County: Los Angeles

H27 **5900 WILSHIRE BLVD BLDG** **RCRA-LQG** **1007198632**
ENE **5900 WILSHIRE BLVD.** **CAD000321489**
1/8-1/4 **SAN FRANCISCO, CA 90036**
0.248 mi.
1308 ft. **Site 4 of 4 in cluster H**

Relative:
Higher

Actual:
173 ft.

RCRA-LQG:

Date form received by agency:	04/09/1990
Facility name:	5900 WILSHIRE BLVD BLDG
Facility address:	5900 WILSHIRE BLVD. SAN FRANCISCO, CA 90036
EPA ID:	CAD000321489
Mailing address:	ONE CALIFORNIA ST, SUITE 2900 SAN FRANCISCO, CA 94111
Contact:	NEAL P COLOMBO
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	415-772-7153
Contact email:	Not reported
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

28
NNE
1/4-1/2
0.304 mi.
1606 ft.

AL-SAL OIL (OLD UNOCAL)
6050 006TH ST W
LOS ANGELES, CA 90036

LUST **S102423794**
HIST CORTESE **N/A**

Relative:
Higher

Actual:
171 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700893
Global Id:	T0603700893
Latitude:	34.0646731
Longitude:	-118.3603376
Status:	Completed - Case Closed
Status Date:	07/30/1996
Case Worker:	YR
RB Case Number:	900360125
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700893
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700893
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700893
Action Type:	Other
Date:	08/27/1994
Action:	Leak Reported

Global Id:	T0603700893
Action Type:	Other
Date:	01/26/1994
Action:	Leak Discovery

LUST:

Global Id:	T0603700893
Status:	Completed - Case Closed
Status Date:	07/30/1996

AL-SAL OIL (OLD UNOCAL) (Continued) **S102423794**

Global Id: T0603700893
Status: Open - Case Begin Date
Status Date: 01/26/1994

Global Id: T0603700893
Status: Open - Site Assessment
Status Date: 08/27/1994

Global Id: T0603700893
Status: Open - Site Assessment
Status Date: 01/13/1995

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900360125	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700893	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	FAIRFAX AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	1/26/1994	
Date Leak First Reported:		8/27/1994
Date Leak Record Entered:	4/27/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		7/10/1997
Date the Case was Closed:		7/30/1996
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	SAME AS ABOVE	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5870.2467939727901815689784835
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		8/27/1994
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		1/13/1995
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		No

AL-SAL OIL (OLD UNOCAL) (Continued) **S102423794**

GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	AL-SAL OIL COMPANY, INC.
RP Address:	3410 E. FOOTHILL BLVD., PASADENA, CA 91107
Program:	LUST
Lat/Long:	34.0646731 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900360125

29
North
1/2-1
0.627 mi.
3312 ft.

HANCOCK PARK ELEMENTARY SCHOOL **ENVIROSTOR** **S105628457**
408 SOUTH FAIRFAX AVENUE **SCH** **N/A**
LOS ANGELES, CA 90036

Relative:
Higher

Actual:
179 ft.

ENVIROSTOR:

Facility ID:	19000014
Status:	Inactive - Needs Evaluation
Status Date:	11/22/2005
Site Code:	300796
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	0
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Thomas Cota
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	50
Senate:	26
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06950
Longitude:	-118.3602
APN:	5509018902
Past Use:	* UNKNOWN
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	HANCOCK PARK ELEM. SCHOOL
Alias Type:	Alternate Name

HANCOCK PARK ELEMENTARY SCHOOL (Continued) **S105628457**

Alias Name: HANCOCK PARK ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5509018902
Alias Type: APN
Alias Name: 300796
Alias Type: Project Code (Site Code)
Alias Name: 19000014
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19000014
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Thomas Cota
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 300796
Assembly: 50
Senate: 26
Special Program Status: Not reported
Status: Inactive - Needs Evaluation
Status Date: 11/22/2005
Restricted Use: NO
Funding: School District
Latitude: 34.06950

HANCOCK PARK ELEMENTARY SCHOOL (Continued) **S105628457**

Longitude:	-118.3602
APN:	5509018902
Past Use:	* UNKNOWN
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	HANCOCK PARK ELEM. SCHOOL
Alias Type:	Alternate Name
Alias Name:	HANCOCK PARK ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5509018902
Alias Type:	APN
Alias Name:	300796
Alias Type:	Project Code (Site Code)
Alias Name:	19000014
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	05/17/2002
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 2 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S105180961	FARMERS MARKET CAR WASH (FORMER)	118 FAIRFAX AVE	90036	LUST
LOS ANGELES	S106092350	SALT LAKE PROPERTY	111 S.STANLEY AVE.	90036	ENVIROSTOR

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: EPA
Telephone: N/A
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/04/2019
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 12/13/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 10/17/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 43

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/28/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/28/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 45

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 01/08/2019
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/11/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/08/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/16/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/11/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/19/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 10/15/2018
Number of Days to Update: 20

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/21/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/17/2018
Date Data Arrived at EDR: 12/18/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/18/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 34

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 09/28/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/02/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 09/21/2018
Date Data Arrived at EDR: 09/21/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 49

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/21/2018
Date Data Arrived at EDR: 09/21/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 49

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/04/2018
Date Data Arrived at EDR: 12/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 09/11/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/11/2018
Number of Days to Update: 29

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/29/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 12/05/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 37

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 01/08/2019
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/11/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/11/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 08/31/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/21/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/09/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/21/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/24/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 10/26/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 36
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/14/2018
Date Data Arrived at EDR: 10/11/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 57
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/11/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/11/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/03/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 37
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/03/2019
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 10/01/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 01/18/2019
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 56

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 12/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/28/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2018
Date Data Arrived at EDR: 08/29/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 37

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/19/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/15/2018
Date Data Arrived at EDR: 12/05/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 37

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 01/08/2019
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/02/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 9

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 06/19/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 87
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 01/14/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/22/2018
Date Data Arrived at EDR: 08/22/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 44
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 10/16/2018
Number of Days to Update: 21
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/21/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 08/28/2018
Date Data Arrived at EDR: 08/30/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 63
Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

Date of Government Version: 09/11/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 7
Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 11/13/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 42

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 10/05/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 27

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/30/2018
Date Data Arrived at EDR: 09/27/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Annually

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/21/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/02/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 41

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 10/19/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/18/2018
Date Data Arrived at EDR: 11/19/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 53

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/07/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 37

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 11/19/2018
Date Data Arrived at EDR: 11/19/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 53

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/19/2018
Date Data Arrived at EDR: 11/19/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 53

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/09/2018
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 37

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/08/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 34

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/09/2018
Date Data Arrived at EDR: 12/05/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 37

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 12/05/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 37

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 34

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/19/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 10/19/2018
Number of Days to Update: 29

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/14/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/11/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/18/2019
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 12/04/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/19/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 12/10/2018
Date Data Arrived at EDR: 12/11/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/05/2018
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 22

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/05/2018
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 23

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 27

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 01/04/2019
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 10/31/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 8

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/21/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/26/2018
Date Data Arrived at EDR: 11/30/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 46

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/29/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 08/16/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 8

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 12/13/2018
Date Data Arrived at EDR: 12/18/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 28

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/16/2018
Date Data Arrived at EDR: 10/18/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 27

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 12/26/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 12/11/2018
Date Data Arrived at EDR: 12/13/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 33

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 20

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 11/02/2018
Date Data Arrived at EDR: 11/07/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 37

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/21/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 15

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 11/07/2018
Date Data Arrived at EDR: 11/08/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 6

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/14/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 10/15/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 22

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/20/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 35

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/15/2018
Date Data Arrived at EDR: 10/16/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 31

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/15/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/15/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 10/16/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 31

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/14/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/14/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Semi-Annually

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Annually

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/05/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 28

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/26/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 15

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 01/14/2019
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/29/2018
Date Data Arrived at EDR: 08/31/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 19

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 01/09/2019
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 07/18/2018
Date Data Arrived at EDR: 09/04/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 15

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 12/06/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 11/01/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 15

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 12/27/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 11/28/2018
Date Data Arrived at EDR: 11/30/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 14

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/06/2018
Date Data Arrived at EDR: 11/08/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 6

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/06/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 11/29/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 38

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 07/19/2018
Date Data Arrived at EDR: 07/25/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 42

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 10/16/2018
Number of Days to Update: 4

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 11/05/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/03/2018
Date Data Arrived at EDR: 10/02/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 30

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/04/2019
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/23/2018
Date Data Arrived at EDR: 10/02/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 31

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/28/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 11/15/2018
Date Data Arrived at EDR: 11/16/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 27

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/28/2018
Date Data Arrived at EDR: 11/30/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 42

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 12/05/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 37

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

SAN DIEGO CO. SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/05/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/15/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 28

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 34

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 10/17/2018
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/10/2018
Next Scheduled EDR Contact: 12/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 11/16/2018
Date Data Arrived at EDR: 11/16/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Annually

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 38

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 10

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 12/21/2018
Date Data Arrived at EDR: 12/27/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 19

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/19/2018
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 10/25/2018
Number of Days to Update: 21

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/08/2019
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 12/11/2018
Date Data Arrived at EDR: 12/13/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 33

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 12/13/2018
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 10/25/2018
Number of Days to Update: 35

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 12/13/2018
Date Data Arrived at EDR: 12/18/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 28

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 12/26/2018
Date Data Arrived at EDR: 12/27/2018
Date Made Active in Reports: 01/15/2019
Number of Days to Update: 19

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/17/2019
Next Scheduled EDR Contact: 05/06/2019
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 36

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/26/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Annually

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/07/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Quarterly

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/25/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 36
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/26/2018
Date Data Arrived at EDR: 12/12/2018
Date Made Active in Reports: 01/16/2019
Number of Days to Update: 35
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 12/26/2018
Date Data Arrived at EDR: 01/03/2019
Date Made Active in Reports: 01/16/2019
Number of Days to Update: 13
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/26/2018
Next Scheduled EDR Contact: 04/15/2019
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 11/05/2018
Date Data Arrived at EDR: 11/07/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 7
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/04/2018
Number of Days to Update: 20

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/01/2018
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/07/2019
Next Scheduled EDR Contact: 04/22/2019
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 10/01/2018
Date Data Arrived at EDR: 10/31/2018
Date Made Active in Reports: 12/20/2018
Number of Days to Update: 50

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/31/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/27/2018
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/11/2019
Next Scheduled EDR Contact: 04/29/2019
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

RESIDENTIAL PROPERTY
830 SOUTH FAIRFAX AVENUE
LOS ANGELES, CA 90036

TARGET PROPERTY COORDINATES

Latitude (North):	34.060561 - 34° 3' 38.02''
Longitude (West):	118.362267 - 118° 21' 44.16''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	374279.7
UTM Y (Meters):	3769513.5
Elevation:	160 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
West Map:	5630733 BEVERLY HILLS, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

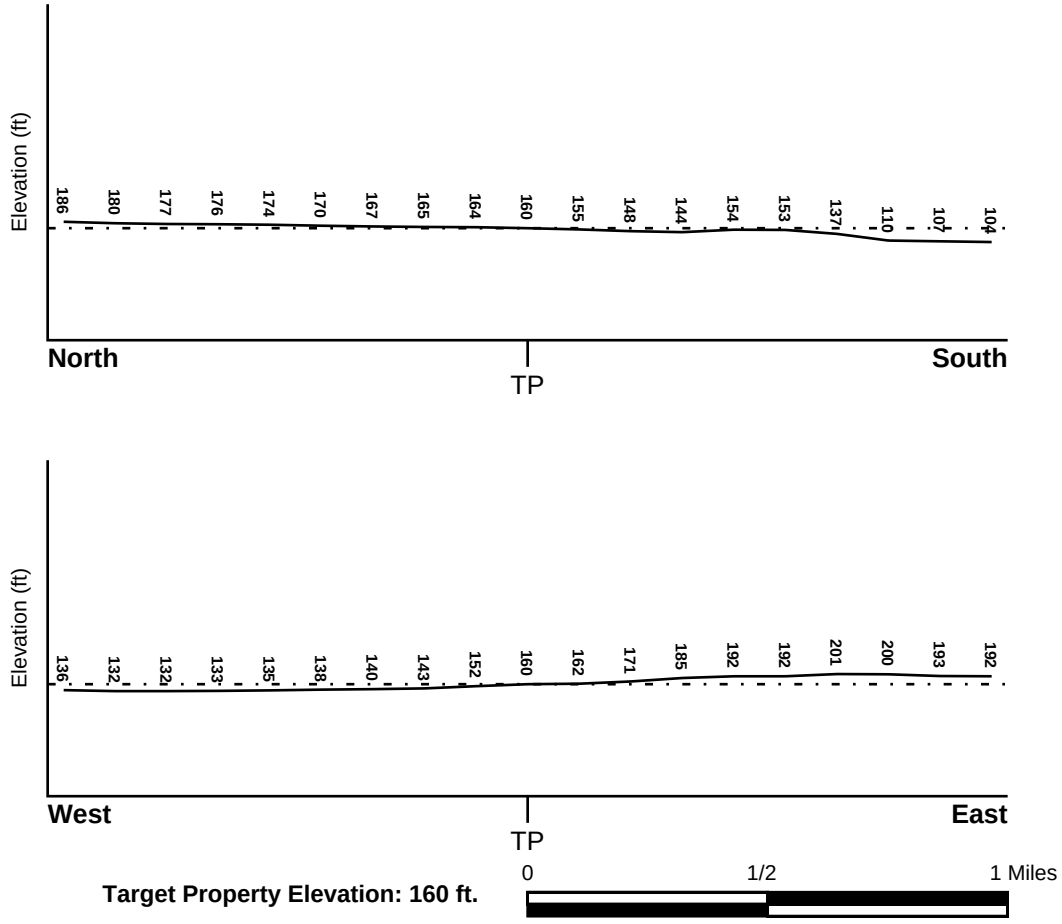
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C1615F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06037C1585F	FEMA FIRM Flood data
06037C1605F	FEMA FIRM Flood data
06037C1595F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
HOLLYWOOD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
A1	1/2 - 1 Mile WNW	S
A2	1/2 - 1 Mile WNW	S
B4	1/2 - 1 Mile WNW	Not Reported
B5	1/2 - 1 Mile WNW	E
B6	1/2 - 1 Mile WNW	E
1G	1/2 - 1 Mile WNW	E

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
2G	1/2 - 1 Mile WNW	E
3G	1/2 - 1 Mile WNW	Not Reported
4G	1/2 - 1 Mile WNW	S
5G	1/2 - 1 Mile WNW	S

For additional site information, refer to Physical Setting Source Map Findings.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT **GEOLOGIC AGE IDENTIFICATION**

Era:	Cenozoic	Category:	Stratifed Sequence
System:	Quaternary		
Series:	Quaternary		
Code:	Q *(decoded above as Era, System & Series)*		

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Surficial Soil Types:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Shallow Soil Types:
fine sandy loam
gravelly - loam
sandy clay
sandy clay loam
clay
silty clay
sand

Deeper Soil Types:
gravelly - sandy loam
sandy loam
very gravelly - sandy loam
stratified
very fine sandy loam
weathered bedrock
sand
gravelly - fine sandy loam
silty clay loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
3	1508	1/2 - 1 Mile SSW

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG11000205260	0 - 1/8 Mile NNE
2	CAOG11000210586	1/8 - 1/4 Mile North
A3	CAOG11000210370	1/4 - 1/2 Mile East
A4	CAOG11000210371	1/4 - 1/2 Mile ENE
5	CAOG11000210372	1/4 - 1/2 Mile ESE
6	CAOG11000210715	1/4 - 1/2 Mile NW
7	CAOG11000210773	1/4 - 1/2 Mile NNE
8	CAOG11000210368	1/4 - 1/2 Mile ESE
B9	CAOG11000210775	1/4 - 1/2 Mile NNE
10	CAOG11000210579	1/4 - 1/2 Mile North
B11	CAOG11000210787	1/4 - 1/2 Mile NNE
C12	CAOG11000210783	1/4 - 1/2 Mile NE
13	CAOG11000210714	1/4 - 1/2 Mile NNW
B14	CAOG11000210781	1/4 - 1/2 Mile NNE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
15	CAOG11000205317	1/4 - 1/2 Mile WNW
D16	CAOG11000210367	1/2 - 1 Mile SE
E17	CAOG11000210583	1/2 - 1 Mile North
18	CAOG11000210369	1/2 - 1 Mile East
E19	CAOG11000210244	1/2 - 1 Mile North
F20	CAOG11000210777	1/2 - 1 Mile NNE
21	CAOG11000210709	1/2 - 1 Mile NNW
C22	CAOG11000210770	1/2 - 1 Mile NE
C23	CAOG11000210785	1/2 - 1 Mile NE
G24	CAOG11000210769	1/2 - 1 Mile NNE
H25	CAOG11000210778	1/2 - 1 Mile NE
26	CAOG11000210365	1/2 - 1 Mile ESE
F27	CAOG11000210782	1/2 - 1 Mile NNE
28	CAOG11000210721	1/2 - 1 Mile NNW
H29	CAOG11000210357	1/2 - 1 Mile NE
D30	CAOG11000210360	1/2 - 1 Mile SE
E31	CAOG11000210574	1/2 - 1 Mile North
32	CAOG11000210724	1/2 - 1 Mile NW
33	CAOG11000210745	1/2 - 1 Mile North
G34	CAOG11000210794	1/2 - 1 Mile NNE
35	CAOG11000210730	1/2 - 1 Mile WNW
I36	CAOG11000210713	1/2 - 1 Mile NNW
J37	CAOG11000210784	1/2 - 1 Mile NE
H38	CAOG11000210776	1/2 - 1 Mile NE
K39	CAOG11000210351	1/2 - 1 Mile ENE
40	CAOG11000210780	1/2 - 1 Mile NNE
41	CAOG11000210798	1/2 - 1 Mile NNE
L42	CAOG11000214684	1/2 - 1 Mile South
L43	CAOG11000214701	1/2 - 1 Mile South
K44	CAOG11000210353	1/2 - 1 Mile ENE
K45	CAOG11000210754	1/2 - 1 Mile ENE
L46	CAOG11000214594	1/2 - 1 Mile South
L47	CAOG11000214609	1/2 - 1 Mile South
L49	CAOG11000214613	1/2 - 1 Mile South
L48	CAOG11000214612	1/2 - 1 Mile South
L50	CAOG11000214524	1/2 - 1 Mile South
L51	CAOG11000214647	1/2 - 1 Mile South
L52	CAOG11000214574	1/2 - 1 Mile South
53	CAOG11000210638	1/2 - 1 Mile East
H54	CAOG11000210354	1/2 - 1 Mile NE
L55	CAOG11000214635	1/2 - 1 Mile South
L56	CAOG11000214551	1/2 - 1 Mile South
J57	CAOG11000210359	1/2 - 1 Mile NE
L58	CAOG11000214579	1/2 - 1 Mile South
L59	CAOG11000214225	1/2 - 1 Mile South
L62	CAOG11000214178	1/2 - 1 Mile South
L61	CAOG11000214177	1/2 - 1 Mile South
L60	CAOG11000214176	1/2 - 1 Mile South
L63	CAOG11000214661	1/2 - 1 Mile South
L64	CAOG11000215124	1/2 - 1 Mile South
L65	CAOG11000215125	1/2 - 1 Mile South
L66	CAOG11000215126	1/2 - 1 Mile South
L67	CAOG11000214585	1/2 - 1 Mile South
L69	CAOG11000213994	1/2 - 1 Mile South
L68	CAOG11000213995	1/2 - 1 Mile South
L70	CAOG11000214669	1/2 - 1 Mile South

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
L71	CAOG11000214671	1/2 - 1 Mile South
L72	CAOG11000214670	1/2 - 1 Mile South
L73	CAOG11000214586	1/2 - 1 Mile South
L74	CAOG11000213971	1/2 - 1 Mile South
L75	CAOG11000213972	1/2 - 1 Mile South
L76	CAOG11000214014	1/2 - 1 Mile South
L77	CAOG11000214530	1/2 - 1 Mile South
L78	CAOG11000214566	1/2 - 1 Mile South
L79	CAOG11000214567	1/2 - 1 Mile South
L81	CAOG11000214011	1/2 - 1 Mile South
L82	CAOG11000214012	1/2 - 1 Mile South
L80	CAOG11000214010	1/2 - 1 Mile South
L84	CAOG11000214606	1/2 - 1 Mile South
L83	CAOG11000214605	1/2 - 1 Mile South
L85	CAOG11000214072	1/2 - 1 Mile South
L86	CAOG11000214504	1/2 - 1 Mile South
L87	CAOG11000214512	1/2 - 1 Mile South
L88	CAOG11000214513	1/2 - 1 Mile South
L89	CAOG11000214022	1/2 - 1 Mile South
L90	CAOG11000214023	1/2 - 1 Mile South
L91	CAOG11000213999	1/2 - 1 Mile South
L92	CAOG11000214000	1/2 - 1 Mile South
L94	CAOG11000200659	1/2 - 1 Mile South
L93	CAOG11000200658	1/2 - 1 Mile South
L95	CAOG11000214047	1/2 - 1 Mile South
L96	CAOG11000214048	1/2 - 1 Mile South
L97	CAOG11000213963	1/2 - 1 Mile South
L98	CAOG11000213964	1/2 - 1 Mile South
L100	CAOG11000214032	1/2 - 1 Mile South
L99	CAOG11000214031	1/2 - 1 Mile South
L101	CAOG11000214056	1/2 - 1 Mile South
L103	CAOG11000214060	1/2 - 1 Mile South
L102	CAOG11000214059	1/2 - 1 Mile South
L105	CAOG11000214030	1/2 - 1 Mile South
L104	CAOG11000214029	1/2 - 1 Mile South
L106	CAOG11000214034	1/2 - 1 Mile South
L107	CAOG11000214035	1/2 - 1 Mile South
L108	CAOG11000214037	1/2 - 1 Mile South
L109	CAOG11000214038	1/2 - 1 Mile South
I110	CAOG11000210712	1/2 - 1 Mile NNW
L111	CAOG11000214055	1/2 - 1 Mile South
M112	CAOG11000210710	1/2 - 1 Mile North
L113	CAOG11000214039	1/2 - 1 Mile South
L114	CAOG11000214040	1/2 - 1 Mile South
J115	CAOG11000210762	1/2 - 1 Mile NE
L117	CAOG11000214058	1/2 - 1 Mile South
L116	CAOG11000214057	1/2 - 1 Mile South
L120	CAOG11000213991	1/2 - 1 Mile South
L118	CAOG11000213989	1/2 - 1 Mile South
L119	CAOG11000213990	1/2 - 1 Mile South
N121	CAOG11000210779	1/2 - 1 Mile NNE
L123	CAOG11000214093	1/2 - 1 Mile South
L122	CAOG11000214092	1/2 - 1 Mile South
L125	CAOG11000214077	1/2 - 1 Mile South
L124	CAOG11000214076	1/2 - 1 Mile South
L126	CAOG11000214203	1/2 - 1 Mile South

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
L127	CAOG11000214204	1/2 - 1 Mile South
L130	CAOG11000214184	1/2 - 1 Mile South
L128	CAOG11000214182	1/2 - 1 Mile South
L129	CAOG11000214183	1/2 - 1 Mile South
L132	CAOG11000214082	1/2 - 1 Mile South
L131	CAOG11000214081	1/2 - 1 Mile South
O133	CAOG11000210760	1/2 - 1 Mile NE
L134	CAOG11000214101	1/2 - 1 Mile South
L135	CAOG11000214088	1/2 - 1 Mile South
L136	CAOG11000214089	1/2 - 1 Mile South
L137	CAOG11000214099	1/2 - 1 Mile South
L138	CAOG11000214100	1/2 - 1 Mile South
K139	CAOG11000210758	1/2 - 1 Mile ENE
L140	CAOG11000214160	1/2 - 1 Mile South
L141	CAOG11000214161	1/2 - 1 Mile South
L142	CAOG11000214109	1/2 - 1 Mile South
L145	CAOG11000214152	1/2 - 1 Mile South
L144	CAOG11000214151	1/2 - 1 Mile South
L143	CAOG11000214150	1/2 - 1 Mile South
L147	CAOG11000214572	1/2 - 1 Mile South
L146	CAOG11000214571	1/2 - 1 Mile South
L148	CAOG11000214111	1/2 - 1 Mile South
L149	CAOG11000214112	1/2 - 1 Mile South
L151	CAOG11000214115	1/2 - 1 Mile South
L150	CAOG11000214114	1/2 - 1 Mile South
L152	CAOG11000214153	1/2 - 1 Mile South
L154	CAOG11000214171	1/2 - 1 Mile South
L153	CAOG11000214170	1/2 - 1 Mile South
L155	CAOG11000214141	1/2 - 1 Mile South
L156	CAOG11000214142	1/2 - 1 Mile South
L158	CAOG11000214480	1/2 - 1 Mile South
L157	CAOG11000214479	1/2 - 1 Mile South
L159	CAOG11000214481	1/2 - 1 Mile South
L160	CAOG11000214169	1/2 - 1 Mile South
L163	CAOG11000214196	1/2 - 1 Mile South
L161	CAOG11000214194	1/2 - 1 Mile South
L162	CAOG11000214195	1/2 - 1 Mile South
L165	CAOG11000213977	1/2 - 1 Mile South
L164	CAOG11000213976	1/2 - 1 Mile South
L166	CAOG11000204845	1/2 - 1 Mile South
L167	CAOG11000214205	1/2 - 1 Mile South
L168	CAOG11000214206	1/2 - 1 Mile South
L169	CAOG11000214207	1/2 - 1 Mile South
L171	CAOG11000214309	1/2 - 1 Mile South
L170	CAOG11000214308	1/2 - 1 Mile South
L172	CAOG11000214298	1/2 - 1 Mile South
L175	CAOG11000214318	1/2 - 1 Mile South
L173	CAOG11000214316	1/2 - 1 Mile South
L174	CAOG11000214317	1/2 - 1 Mile South
L176	CAOG11000214299	1/2 - 1 Mile South
L177	CAOG11000214300	1/2 - 1 Mile South
178	CAOG11000210576	1/2 - 1 Mile North
L180	CAOG11000214484	1/2 - 1 Mile South
L179	CAOG11000214483	1/2 - 1 Mile South
L181	CAOG11000214304	1/2 - 1 Mile South
L182	CAOG11000214305	1/2 - 1 Mile South

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
K183	CAOG11000210513	1/2 - 1 Mile ENE
L184	CAOG11000214411	1/2 - 1 Mile South
L185	CAOG11000214412	1/2 - 1 Mile South
L186	CAOG11000214413	1/2 - 1 Mile South
L187	CAOG11000214466	1/2 - 1 Mile South
L188	CAOG11000214467	1/2 - 1 Mile South
L189	CAOG11000213969	1/2 - 1 Mile South
L190	CAOG11000213970	1/2 - 1 Mile South
O191	CAOG11000210756	1/2 - 1 Mile NE
L193	CAOG11000214473	1/2 - 1 Mile South
L192	CAOG11000214472	1/2 - 1 Mile South
K194	CAOG11000210517	1/2 - 1 Mile ENE
L195	CAOG11000214477	1/2 - 1 Mile South
L196	CAOG11000214478	1/2 - 1 Mile South
L197	CAOG11000214312	1/2 - 1 Mile South
L198	CAOG11000214313	1/2 - 1 Mile South
L199	CAOG11000214314	1/2 - 1 Mile South
L200	CAOG11000214490	1/2 - 1 Mile South
L201	CAOG11000214491	1/2 - 1 Mile South
L202	CAOG11000214492	1/2 - 1 Mile South
O203	CAOG11000210516	1/2 - 1 Mile NE
204	CAOG11000210364	1/2 - 1 Mile East
O205	CAOG11000210747	1/2 - 1 Mile NE
P206	CAOG11000210720	1/2 - 1 Mile NNW
O207	CAOG11000210752	1/2 - 1 Mile ENE
208	CAOG11000210723	1/2 - 1 Mile NW
O209	CAOG11000210356	1/2 - 1 Mile NE
O210	CAOG11000210763	1/2 - 1 Mile NE
M211	CAOG11000210590	1/2 - 1 Mile North
M212	CAOG11000210575	1/2 - 1 Mile North
213	CAOG11000210767	1/2 - 1 Mile NE
N214	CAOG11000210797	1/2 - 1 Mile NNE
P215	CAOG11000210716	1/2 - 1 Mile NNW
N216	CAOG11000210795	1/2 - 1 Mile NNE
Q217	CAOG11000210801	1/2 - 1 Mile North
R218	CAOG11000210799	1/2 - 1 Mile NNE
S219	CAOG11000210514	1/2 - 1 Mile ENE
T220	CAOG11000210800	1/2 - 1 Mile NNE
U221	CAOG11000210761	1/2 - 1 Mile NE
U222	CAOG11000210748	1/2 - 1 Mile NE
S223	CAOG11000210352	1/2 - 1 Mile ENE
S224	CAOG11000210515	1/2 - 1 Mile ENE
S225	CAOG11000210753	1/2 - 1 Mile ENE
V226	CAOG11000210589	1/2 - 1 Mile North
Q227	CAOG11000210744	1/2 - 1 Mile North
W228	CAOG11000210717	1/2 - 1 Mile NNW
U229	CAOG11000210764	1/2 - 1 Mile NE
S230	CAOG11000210750	1/2 - 1 Mile ENE
X231	CAOG11000210729	1/2 - 1 Mile NW
Y232	CAOG11000210796	1/2 - 1 Mile NNE
S233	CAOG11000210759	1/2 - 1 Mile ENE
Q234	CAOG11000210332	1/2 - 1 Mile North
T235	CAOG11000210331	1/2 - 1 Mile NNE
236	CAOG11000210333	1/2 - 1 Mile North
V237	CAOG11000210334	1/2 - 1 Mile North
S238	CAOG11000210358	1/2 - 1 Mile ENE

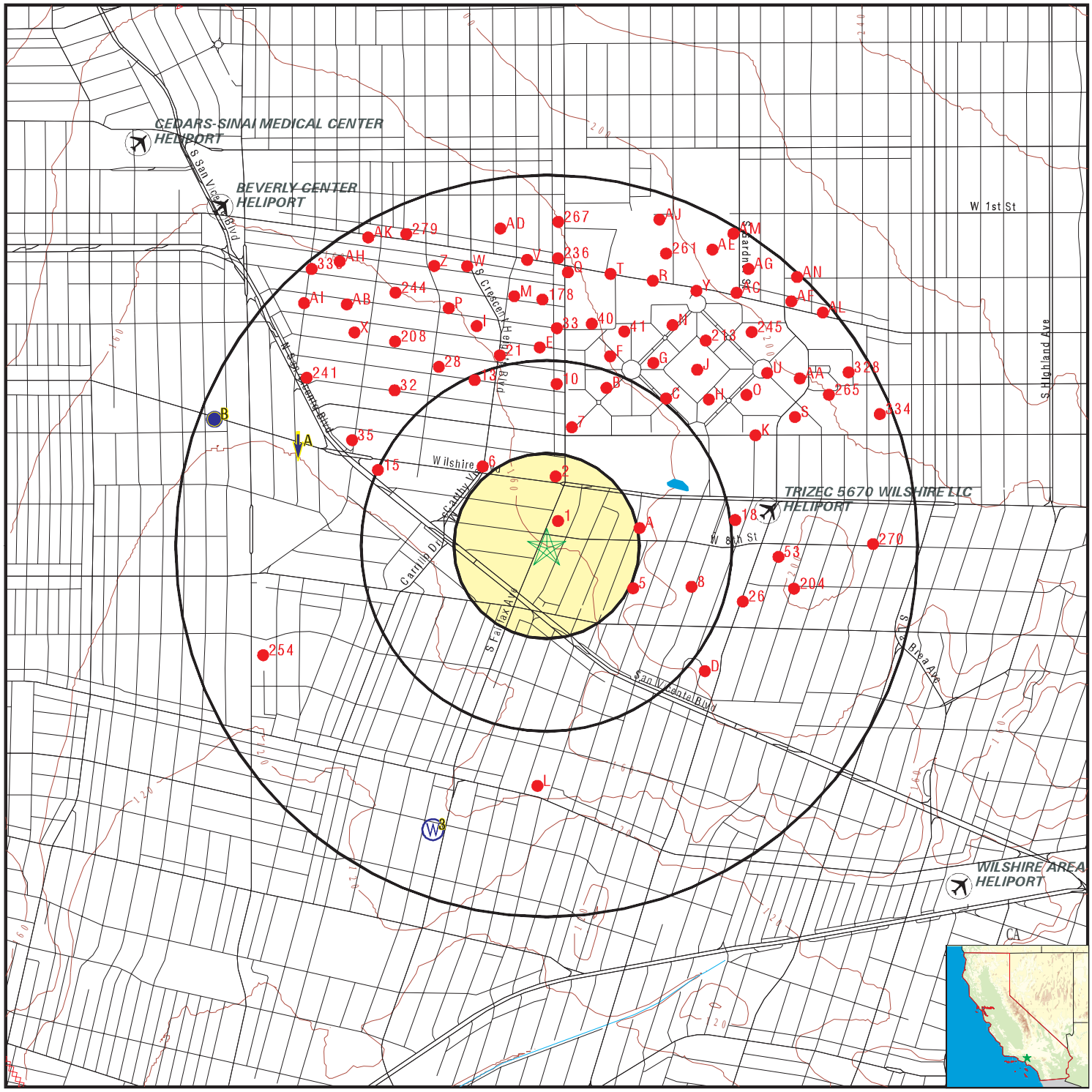
STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
W239	CAOG11000210711	1/2 - 1 Mile NNW
R240	CAOG11000210330	1/2 - 1 Mile NNE
241	CAOG11000210251	1/2 - 1 Mile NW
Z242	CAOG11000210581	1/2 - 1 Mile NNW
X243	CAOG11000216606	1/2 - 1 Mile NW
244	CAOG11000210722	1/2 - 1 Mile NNW
245	CAOG11000210793	1/2 - 1 Mile NE
V246	CAOG11000210335	1/2 - 1 Mile North
AA247	CAOG11000210749	1/2 - 1 Mile NE
R248	CAOG11000210328	1/2 - 1 Mile NNE
AA249	CAOG11000210765	1/2 - 1 Mile ENE
S250	CAOG11000210755	1/2 - 1 Mile ENE
U251	CAOG11000210751	1/2 - 1 Mile NE
AB252	CAOG11000210728	1/2 - 1 Mile NW
W253	CAOG11000210718	1/2 - 1 Mile NNW
254	CAOG11000205259	1/2 - 1 Mile WSW
AA255	CAOG11000210792	1/2 - 1 Mile NE
Y256	CAOG11000210322	1/2 - 1 Mile NNE
Z257	CAOG11000210719	1/2 - 1 Mile NNW
AC258	CAOG11000210771	1/2 - 1 Mile NE
AD259	CAOG11000210523	1/2 - 1 Mile North
AA260	CAOG11000210757	1/2 - 1 Mile ENE
261	CAOG11000210329	1/2 - 1 Mile NNE
AC262	CAOG11000210314	1/2 - 1 Mile NE
AB263	CAOG11000210727	1/2 - 1 Mile NW
AB264	CAOG11000210731	1/2 - 1 Mile NW
265	CAOG11000210766	1/2 - 1 Mile ENE
AC266	CAOG11000210527	1/2 - 1 Mile NE
267	CAOG11000210522	1/2 - 1 Mile North
AD268	CAOG11000210520	1/2 - 1 Mile NNW
AD269	CAOG11000210521	1/2 - 1 Mile North
270	CAOG11000210637	1/2 - 1 Mile East
AE271	CAOG11000210323	1/2 - 1 Mile NNE
AF272	CAOG11000210772	1/2 - 1 Mile NE
AE273	CAOG11000210315	1/2 - 1 Mile NNE
AG274	CAOG11000210528	1/2 - 1 Mile NE
AH275	CAOG11000210726	1/2 - 1 Mile NW
AE276	CAOG11000210524	1/2 - 1 Mile NNE
AH277	CAOG11000210732	1/2 - 1 Mile NW
AI278	CAOG11000210741	1/2 - 1 Mile NW
279	CAOG11000210366	1/2 - 1 Mile NNW
AG280	CAOG11000210547	1/2 - 1 Mile NE
AJ281	CAOG11000192176	1/2 - 1 Mile NNE
AJ282	CAOG11000192179	1/2 - 1 Mile NNE
AJ283	CAOG11000192178	1/2 - 1 Mile NNE
AJ284	CAOG11000189006	1/2 - 1 Mile NNE
AJ285	CAOG11000192177	1/2 - 1 Mile NNE
AJ286	CAOG11000192175	1/2 - 1 Mile NNE
AJ287	CAOG11000192180	1/2 - 1 Mile NNE
AJ288	CAOG11000192174	1/2 - 1 Mile NNE
AJ289	CAOG11000188558	1/2 - 1 Mile NNE
AJ290	CAOG11000192993	1/2 - 1 Mile NNE
AJ291	CAOG11000192172	1/2 - 1 Mile NNE
AJ292	CAOG11000193039	1/2 - 1 Mile NNE
AJ293	CAOG11000193040	1/2 - 1 Mile NNE
AJ294	CAOG11000193024	1/2 - 1 Mile NNE

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
AJ295	CAOG11000192181	1/2 - 1 Mile NNE
AF296	CAOG11000210525	1/2 - 1 Mile NE
AJ297	CAOG11000214636	1/2 - 1 Mile NNE
AJ298	CAOG11000192188	1/2 - 1 Mile NNE
AJ299	CAOG11000214637	1/2 - 1 Mile NNE
AJ300	CAOG11000192184	1/2 - 1 Mile NNE
AJ301	CAOG11000192187	1/2 - 1 Mile NNE
AJ302	CAOG11000214223	1/2 - 1 Mile NNE
AJ303	CAOG11000193277	1/2 - 1 Mile NNE
AJ304	CAOG11000214224	1/2 - 1 Mile NNE
AI305	CAOG11000210737	1/2 - 1 Mile NW
AJ306	CAOG11000192183	1/2 - 1 Mile NNE
AJ307	CAOG11000193272	1/2 - 1 Mile NNE
AJ308	CAOG11000193256	1/2 - 1 Mile NNE
AJ309	CAOG11000189038	1/2 - 1 Mile NNE
AJ310	CAOG11000193262	1/2 - 1 Mile NNE
AJ311	CAOG11000193259	1/2 - 1 Mile NNE
AJ312	CAOG11000192173	1/2 - 1 Mile NNE
AJ313	CAOG11000193149	1/2 - 1 Mile NNE
AJ314	CAOG11000193150	1/2 - 1 Mile NNE
AJ315	CAOG11000192185	1/2 - 1 Mile NNE
AJ316	CAOG11000193158	1/2 - 1 Mile NNE
AJ317	CAOG11000192186	1/2 - 1 Mile NNE
AJ318	CAOG11000193157	1/2 - 1 Mile NNE
AJ319	CAOG11000192182	1/2 - 1 Mile NNE
AJ320	CAOG11000193178	1/2 - 1 Mile NNE
AE321	CAOG11000210316	1/2 - 1 Mile NNE
AJ322	CAOG11000193071	1/2 - 1 Mile NNE
AJ323	CAOG11000193083	1/2 - 1 Mile NNE
AJ324	CAOG11000193084	1/2 - 1 Mile NNE
AJ325	CAOG11000193086	1/2 - 1 Mile NNE
AJ326	CAOG11000193106	1/2 - 1 Mile NNE
AJ327	CAOG11000193135	1/2 - 1 Mile NNE
328	CAOG11000210790	1/2 - 1 Mile ENE
AK329	CAOG11000210725	1/2 - 1 Mile NNW
AE330	CAOG11000210324	1/2 - 1 Mile NNE
AG331	CAOG11000210529	1/2 - 1 Mile NNE
AF332	CAOG11000210526	1/2 - 1 Mile NE
AF333	CAOG11000210551	1/2 - 1 Mile NE
334	CAOG11000210768	1/2 - 1 Mile ENE
AL335	CAOG11000210774	1/2 - 1 Mile NE
AH336	CAOG11000210733	1/2 - 1 Mile NW
AL337	CAOG11000210550	1/2 - 1 Mile NE
338	CAOG11000210736	1/2 - 1 Mile NW
AM339	CAOG11000210530	1/2 - 1 Mile NNE
AK340	CAOG11000210308	1/2 - 1 Mile NNW
AM341	CAOG11000210317	1/2 - 1 Mile NNE
AN342	CAOG11000210537	1/2 - 1 Mile NE
AH343	CAOG11000210734	1/2 - 1 Mile NW
AN344	CAOG11000210552	1/2 - 1 Mile NE

PHYSICAL SETTING SOURCE MAP - 5539509.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

0 1/4 1/2 1 Miles

- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Residential Property	CLIENT:	Gaston and Associates
ADDRESS:	830 South Fairfax Avenue Los Angeles CA 90036	CONTACT:	Will Gaston
		INQUIRY #:	5539509.2s
LAT/LONG:	34.060561 / 118.362267	DATE:	January 22, 2019 1:18 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

			Database	EDR ID Number
A1 **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-16144 S Not Reported Not Reported 40 06/24/1991	**AQUIFLOW**	**38094**
A2 **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-16144 S Not Reported Not Reported 40 06/24/1991	**AQUIFLOW**	**38095**

3
SSW
1/2 - 1 Mile
Lower

CA WELLS **1508**

Seq:	1508	Prim sta c:	01S/15W-30P01 S
Frds no:	1910146018	County:	19
District:	07	User id:	4TH
System no:	1910146	Water type:	G
Source nam:	SANTA MONICA WELL 05 - DESTROYED	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	340258.0	Longitude:	1182200.0
Precision:	3	Status:	DS
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	1910146	System nam:	SANTA MONICA-CITY, WATER DIVISION
Hqname:	Not Reported	Address:	1212 FIFTH ST., 3RD FLOOR
City:	SANTA MONICA	State:	CA
Zip:	90401	Zip ext:	Not Reported
Pop serv:	86905	Connection:	15905
Area serve:	SANTA MONICA		

B4 **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	902110025 Not Reported Not Reported Not Reported 20 11/19/1996	**AQUIFLOW**	**38089**
B5 **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-09424 E Not Reported Not Reported 15.39 09/17/1997	**AQUIFLOW**	**38124**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
B6 **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-09424 E Not Reported Not Reported 15.39 09/17/1997	**AQUIFLOW**	**38125**
1G **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-09424 E Not Reported Not Reported 15.39 09/17/1997	**AQUIFLOW**	**38124**
2G **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-09424 E Not Reported Not Reported 15.39 09/17/1997	**AQUIFLOW**	**38125**
3G **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	902110025 Not Reported Not Reported Not Reported 20 11/19/1996	**AQUIFLOW**	**38089**
4G **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-16144 S Not Reported Not Reported 40 06/24/1991	**AQUIFLOW**	**38094**
5G **WNW** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	I-16144 S Not Reported Not Reported 40 06/24/1991	**AQUIFLOW**	**38095**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
NNE
0 - 1/8 Mile

OIL_GAS **CAOG11000205260**

Districtnu:	1	Apinumber:	03706336
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Seibu Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205260		

2
North
1/8 - 1/4 Mile

OIL_GAS **CAOG11000210586**

Districtnu:	1	Apinumber:	03714970
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210586		

A3
East
1/4 - 1/2 Mile

OIL_GAS **CAOG11000210370**

Districtnu:	1	Apinumber:	03714695
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Wilshire Oil Producers Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000210370		

A4
ENE **OIL_GAS** **CAOG11000210371**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03714696
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Wilshire Oil Producers Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210371		

5
ESE **OIL_GAS** **CAOG11000210372**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03714697
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Wilshire Oil Producers Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210372		

6
NW **OIL_GAS** **CAOG11000210715**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03715144
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	49
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210715		

7
NNE **OIL_GAS** **CAOG11000210773**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03715202
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	27
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210773		

8
ESE **OIL_GAS** **CAOG11000210368**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03714693
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Utah California Consolidated Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Lease 2	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210368		

Map ID
Direction
Distance

Database EDR ID Number

B9
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000210775**

Districtnu:	1	Apinumber:	03715204
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	29
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210775		

10
North
1/4 - 1/2 Mile

OIL_GAS **CAOG11000210579**

Districtnu:	1	Apinumber:	03714963
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210579		

B11
NNE
1/4 - 1/2 Mile

OIL_GAS **CAOG11000210787**

Districtnu:	1	Apinumber:	03715216
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	42

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210787		

C12
NE **OIL_GAS** **CAOG11000210783**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03715212
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	38
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210783		

13
NNW **OIL_GAS** **CAOG11000210714**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03715143
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	46
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210714		

B14
NNE **OIL_GAS** **CAOG11000210781**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03715210
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	36
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210781		

15
WNW **OIL_GAS** **CAOG11000205317**
1/4 - 1/2 Mile

Districtnu:	1	Apinumber:	03706478
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Tower Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205317		

D16
SE **OIL_GAS** **CAOG11000210367**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714692
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Utah California Consolidated Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000210367		

Map ID
Direction
Distance

Database EDR ID Number

E17
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210583**

Districtnu:	1	Apinumber:	03714967
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210583		

18
East
1/2 - 1 Mile

OIL_GAS **CAOG11000210369**

Districtnu:	1	Apinumber:	03714694
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Utah California Consolidated Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	101
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210369		

E19
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210244**

Districtnu:	1	Apinumber:	03714541
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Arcturus	Wellnumber:	201

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210244		

F20
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210777**

Districtnu:	1	Apinumber:	03715206
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	31
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210777		

21
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210709**

Districtnu:	1	Apinumber:	03715138
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	35
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210709		

C22
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210770**

Districtnu:	1	Apinumber:	03715199
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	24
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210770		

C23
NE **OIL_GAS** **CAOG11000210785**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715214
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	40
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210785		

G24
NNE **OIL_GAS** **CAOG11000210769**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715198
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	23
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210769		

Map ID
Direction
Distance

Database EDR ID Number

H25
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210778**

Districtnu:	1	Apinumber:	03715207
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	32
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210778		

26
ESE
1/2 - 1 Mile

OIL_GAS **CAOG11000210365**

Districtnu:	1	Apinumber:	03714690
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Union Oil Company of California	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Masselin	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210365		

F27
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210782**

Districtnu:	1	Apinumber:	03715211
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	37

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210782		

28
NNW **OIL_GAS** **CAOG11000210721**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715150
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	65
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210721		

H29
NE **OIL_GAS** **CAOG11000210357**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714682
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	413
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210357		

D30
SE **OIL_GAS** **CAOG11000210360**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714685
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B

Operatorna:	Union Oil Company of California	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Brashear	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210360		

E31
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210574**

Districtnu:	1	Apinumber:	03714958
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210574		

32
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210724**

Districtnu:	1	Apinumber:	03715153
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	86
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210724		

Map ID
Direction
Distance

Database EDR ID Number

33
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210745**

Districtnu:	1	Apinumber:	03715174
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	142
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210745		

G34
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210794**

Districtnu:	1	Apinumber:	03715223
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	67
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210794		

35
WNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210730**

Districtnu:	1	Apinumber:	03715159
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	108

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210730		

I36
NNW **OIL_GAS** **CAOG11000210713**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715142
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	44
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210713		

J37
NE **OIL_GAS** **CAOG11000210784**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715213
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	39
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210784		

H38
NE **OIL_GAS** **CAOG11000210776**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715205
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	30
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210776		

K39
ENE **OIL_GAS** **CAOG11000210351**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714676
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	406
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210351		

40
NNE **OIL_GAS** **CAOG11000210780**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715209
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	34
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210780		

Map ID
Direction
Distance

Database EDR ID Number

41
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210798**

Districtnu:	1	Apinumber:	03715227
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	90
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210798		

L42
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214684**

Districtnu:	1	Apinumber:	03721437
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-86
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214684		

L43
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214701**

Districtnu:	1	Apinumber:	03721448
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-87

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214701		

K44
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210353**

Districtnu:	1	Apinumber:	03714678
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	408
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210353		

K45
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210754**

Districtnu:	1	Apinumber:	03715183
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210754		

L46
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214594**

Districtnu:	1	Apinumber:	03721144
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-71
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214594		

L47
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214609**

Districtnu:	1	Apinumber:	03721167
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-72
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	5781	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214609		

L49
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214613**

Districtnu:	1	Apinumber:	03721172
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-73
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214613		

Map ID
Direction
Distance

Database EDR ID Number

L48
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214612**

Districtnu:	1	Apinumber:	03721172
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-73
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214612		

L50
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214524**

Districtnu:	1	Apinumber:	03721000
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-60
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214524		

L51
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214647**

Districtnu:	1	Apinumber:	03721210
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-74

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214647		

L52
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214574**

Districtnu:	1	Apinumber:	03721117
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-64
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214574		

53
East
1/2 - 1 Mile

OIL_GAS **CAOG11000210638**

Districtnu:	1	Apinumber:	03715058
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	J. C. Pollock	Countyname:	Los Angeles
Fieldname:	Any Field	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210638		

H54
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210354**

Districtnu:	1	Apinumber:	03714679
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	409
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210354		

L55
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214635**

Districtnu:	1	Apinumber:	03721192
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-75B
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	1275	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214635		

L56
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214551**

Districtnu:	1	Apinumber:	03721056
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-65
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214551		

Map ID
Direction
Distance

Database EDR ID Number

J57
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210359**

Districtnu:	1	Apinumber:	03714684
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	416
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210359		

L58
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214579**

Districtnu:	1	Apinumber:	03721125
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-66
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214579		

L59
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214225**

Districtnu:	1	Apinumber:	03721236
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-77

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214225		

L62
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214178**

Districtnu:	1	Apinumber:	03720672
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214178		

L61
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214177**

Districtnu:	1	Apinumber:	03720672
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214177		

L60
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214176**

Districtnu:	1	Apinumber:	03720672
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214176		

L63
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214661**

Districtnu:	1	Apinumber:	03721414
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-79
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214661		

L64
South
1/2 - 1 Mile

OIL_GAS **CAOG11000215124**

Districtnu:	1	Apinumber:	03723490
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-88
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000215124		

Map ID
Direction
Distance

Database EDR ID Number

L65
South
1/2 - 1 Mile

OIL_GAS **CAOG11000215125**

Districtnu:	1	Apinumber:	03723490
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-88
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000215125		

L66
South
1/2 - 1 Mile

OIL_GAS **CAOG11000215126**

Districtnu:	1	Apinumber:	03723490
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-88
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000215126		

L67
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214585**

Districtnu:	1	Apinumber:	03721132
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-67

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214585		

L69
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213994**

Districtnu:	1	Apinumber:	03720100
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213994		

L68
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213995**

Districtnu:	1	Apinumber:	03720100
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213995		

L70
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214669**

Districtnu:	1	Apinumber:	03721422
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-80
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214669		

L71
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214671**

Districtnu:	1	Apinumber:	03721425
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-84
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214671		

L72
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214670**

Districtnu:	1	Apinumber:	03721425
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-84
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214670		

Map ID
Direction
Distance

Database EDR ID Number

L73
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214586**

Districtnu:	1	Apinumber:	03721135
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-68
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214586		

L74
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213971**

Districtnu:	1	Apinumber:	03720044
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213971		

L75
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213972**

Districtnu:	1	Apinumber:	03720044
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-7

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213972		

L76
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214014**

Districtnu:	1	Apinumber:	03720160
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214014		

L77
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214530**

Districtnu:	1	Apinumber:	03721009
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-63
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214530		

L78
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214566**

Districtnu:	1	Apinumber:	03721097
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-69
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214566		

L79
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214567**

Districtnu:	1	Apinumber:	03721097
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-69
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214567		

L81
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214011**

Districtnu:	1	Apinumber:	03720147
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214011		

Map ID
Direction
Distance

Database EDR ID Number

L82
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214012**

Districtnu:	1	Apinumber:	03720147
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214012		

L80
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214010**

Districtnu:	1	Apinumber:	03720147
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214010		

L84
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214606**

Districtnu:	1	Apinumber:	03721161
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-70

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	4099	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000214606		

L83
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214605**

Districtnu:	1	Apinumber:	03721161
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Salt Lake, South	Areaname:	Any Area
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-70
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	4099	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000214605		

L85
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214072**

Districtnu:	1	Apinumber:	03720407
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214072		

L86
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214504**

Districtnu:	1	Apinumber:	03720972
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-62
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	7545	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000214504		

L87
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214512**

Districtnu:	1	Apinumber:	03720983
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-61
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWF
Site id:	CAOG11000214512		

L88
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214513**

Districtnu:	1	Apinumber:	03720983
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-61
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWF
Site id:	CAOG11000214513		

Map ID
Direction
Distance

Database EDR ID Number

L89
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214022**

Districtnu:	1	Apinumber:	03720196
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214022		

L90
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214023**

Districtnu:	1	Apinumber:	03720196
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214023		

L91
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213999**

Districtnu:	1	Apinumber:	03720104
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-6

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000213999		

L92
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214000**

Districtnu:	1	Apinumber:	03720104
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214000		

L94
South
1/2 - 1 Mile

OIL_GAS **CAOG11000200659**

Districtnu:	1	Apinumber:	03700029
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000200659		

L93
South
1/2 - 1 Mile

OIL_GAS **CAOG11000200658**

Districtnu:	1	Apinumber:	03700029
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000200658		

L95
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214047**

Districtnu:	1	Apinumber:	03720323
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214047		

L96
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214048**

Districtnu:	1	Apinumber:	03720323
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214048		

Map ID
Direction
Distance

Database EDR ID Number

L97
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213963**

Districtnu:	1	Apinumber:	03720011
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000213963		

L98
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213964**

Districtnu:	1	Apinumber:	03720011
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000213964		

L100
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214032**

Districtnu:	1	Apinumber:	03720234
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-15

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214032		

L99
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214031**

Districtnu:	1	Apinumber:	03720234
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214031		

L101
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214056**

Districtnu:	1	Apinumber:	03720362
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-20
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000214056		

L103
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214060**

Districtnu:	1	Apinumber:	03720365
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-21
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8697	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214060		

L102
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214059**

Districtnu:	1	Apinumber:	03720365
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-21
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8697	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214059		

L105
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214030**

Districtnu:	1	Apinumber:	03720232
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-16A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214030		

Map ID
Direction
Distance

Database EDR ID Number

L104
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214029**

Districtnu:	1	Apinumber:	03720232
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-16A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214029		

L106
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214034**

Districtnu:	1	Apinumber:	03720268
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214034		

L107
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214035**

Districtnu:	1	Apinumber:	03720268
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-17

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214035		

L108
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214037**

Districtnu:	1	Apinumber:	03720292
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-18
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214037		

L109
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214038**

Districtnu:	1	Apinumber:	03720292
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-18
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214038		

I110
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210712**

Districtnu:	1	Apinumber:	03715141
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	43
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210712		

L111
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214055**

Districtnu:	1	Apinumber:	03720360
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-22
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000214055		

M112
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210710**

Districtnu:	1	Apinumber:	03715139
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	37
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210710		

Map ID
Direction
Distance

Database EDR ID Number

L113
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214039**

Districtnu:	1	Apinumber:	03720293
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-19
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8450	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214039		

L114
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214040**

Districtnu:	1	Apinumber:	03720293
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-19
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8450	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214040		

J115
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210762**

Districtnu:	1	Apinumber:	03715191
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	16

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210762		

L117
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214058**

Districtnu:	1	Apinumber:	03720363
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-23
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	9391	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214058		

L116
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214057**

Districtnu:	1	Apinumber:	03720363
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-23
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	9391	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214057		

L120
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213991**

Districtnu:	1	Apinumber:	03720090
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000213991		

L118
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213989**

Districtnu:	1	Apinumber:	03720090
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000213989		

L119
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213990**

Districtnu:	1	Apinumber:	03720090
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000213990		

Map ID
Direction
Distance

Database EDR ID Number

N121
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210779**

Districtnu:	1	Apinumber:	03715208
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	33
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210779		

L123
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214093**

Districtnu:	1	Apinumber:	03720477
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-24
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214093		

L122
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214092**

Districtnu:	1	Apinumber:	03720477
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-24

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214092		

L125
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214077**

Districtnu:	1	Apinumber:	03720429
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-25
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214077		

L124
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214076**

Districtnu:	1	Apinumber:	03720429
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-25
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214076		

L126
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214203**

Districtnu:	1	Apinumber:	03720727
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-30
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000214203		

L127
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214204**

Districtnu:	1	Apinumber:	03720727
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-30
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000214204		

L130
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214184**

Districtnu:	1	Apinumber:	03720688
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-31
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214184		

Map ID
Direction
Distance

Database EDR ID Number

L128
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214182**

Districtnu:	1	Apinumber:	03720688
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-31
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214182		

L129
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214183**

Districtnu:	1	Apinumber:	03720688
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-31
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214183		

L132
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214082**

Districtnu:	1	Apinumber:	03720441
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-26

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214082		

L131
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214081**

Districtnu:	1	Apinumber:	03720441
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-26
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214081		

O133
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210760**

Districtnu:	1	Apinumber:	03715189
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210760		

L134
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214101**

Districtnu:	1	Apinumber:	03720520
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-32
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000214101		

L135
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214088**

Districtnu:	1	Apinumber:	03720463
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-27
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214088		

L136
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214089**

Districtnu:	1	Apinumber:	03720463
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-27
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214089		

Map ID
Direction
Distance

Database EDR ID Number

L137
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214099**

Districtnu:	1	Apinumber:	03720512
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-33
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214099		

L138
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214100**

Districtnu:	1	Apinumber:	03720512
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-33
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214100		

K139
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210758**

Districtnu:	1	Apinumber:	03715187
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	12

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210758		

L140
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214160**

Districtnu:	1	Apinumber:	03720643
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-28
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	4711	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214160		

L141
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214161**

Districtnu:	1	Apinumber:	03720643
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-28
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	4711	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214161		

L142
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214109**

Districtnu:	1	Apinumber:	03720547
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-34
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214109		

L145
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214152**

Districtnu:	1	Apinumber:	03720624
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-29
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	7365	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214152		

L144
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214151**

Districtnu:	1	Apinumber:	03720624
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-29
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	7365	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214151		

Map ID
Direction
Distance

Database EDR ID Number

L143
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214150**

Districtnu:	1	Apinumber:	03720624
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-29
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	7365	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214150		

L147
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214572**

Districtnu:	1	Apinumber:	03721114
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-39
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	7026	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214572		

L146
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214571**

Districtnu:	1	Apinumber:	03721114
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-39

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	7026	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214571		

L148
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214111**

Districtnu:	1	Apinumber:	03720553
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-35
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214111		

L149
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214112**

Districtnu:	1	Apinumber:	03720553
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-35
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214112		

L151
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214115**

Districtnu:	1	Apinumber:	03720562
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-36
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214115		

L150
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214114**

Districtnu:	1	Apinumber:	03720562
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-36
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214114		

L152
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214153**

Districtnu:	1	Apinumber:	03720625
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-40B
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AWF
Site id:	CAOG11000214153		

Map ID
Direction
Distance

Database EDR ID Number

L154
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214171**

Districtnu:	1	Apinumber:	03720664
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-42
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214171		

L153
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214170**

Districtnu:	1	Apinumber:	03720664
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-42
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214170		

L155
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214141**

Districtnu:	1	Apinumber:	03720603
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-37

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214141		

L156
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214142**

Districtnu:	1	Apinumber:	03720603
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-37
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214142		

L158
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214480**

Districtnu:	1	Apinumber:	03720916
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-43
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10423	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214480		

L157
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214479**

Districtnu:	1	Apinumber:	03720916
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-43
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10423	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214479		

L159
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214481**

Districtnu:	1	Apinumber:	03720916
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-43
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10423	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214481		

L160
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214169**

Districtnu:	1	Apinumber:	03720660
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-38
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214169		

Map ID
Direction
Distance

Database EDR ID Number

L163
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214196**

Districtnu:	1	Apinumber:	03720715
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-44
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214196		

L161
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214194**

Districtnu:	1	Apinumber:	03720715
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-44
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214194		

L162
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214195**

Districtnu:	1	Apinumber:	03720715
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-44

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214195		

L165
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213977**

Districtnu:	1	Apinumber:	03720055
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	6640	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213977		

L164
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213976**

Districtnu:	1	Apinumber:	03720055
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	6640	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213976		

L166
South
1/2 - 1 Mile

OIL_GAS **CAOG11000204845**

Districtnu:	1	Apinumber:	03705686
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Packard Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204845		

L167
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214205**

Districtnu:	1	Apinumber:	03720729
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-45
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10608	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214205		

L168
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214206**

Districtnu:	1	Apinumber:	03720729
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-45
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10608	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214206		

Map ID
Direction
Distance

Database EDR ID Number

L169
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214207**

Districtnu:	1	Apinumber:	03720729
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-45
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10608	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214207		

L171
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214309**

Districtnu:	1	Apinumber:	03720777
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-50B
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214309		

L170
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214308**

Districtnu:	1	Apinumber:	03720777
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-50B

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214308		

L172
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214298**

Districtnu:	1	Apinumber:	03720759
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-46
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AWF
Site id:	CAOG11000214298		

L175
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214318**

Districtnu:	1	Apinumber:	03720790
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-52A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8685	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214318		

L173
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214316**

Districtnu:	1	Apinumber:	03720790
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-52A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8685	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214316		

L174
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214317**

Districtnu:	1	Apinumber:	03720790
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-52A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8685	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214317		

L176
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214299**

Districtnu:	1	Apinumber:	03720760
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-48
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214299		

Map ID
Direction
Distance

Database EDR ID Number

L177
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214300**

Districtnu:	1	Apinumber:	03720760
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-48
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214300		

178
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210576**

Districtnu:	1	Apinumber:	03714960
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210576		

L180
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214484**

Districtnu:	1	Apinumber:	03720936
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-53

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214484		

L179
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214483**

Districtnu:	1	Apinumber:	03720936
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-53
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214483		

L181
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214304**

Districtnu:	1	Apinumber:	03720769
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-49
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8599	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214304		

L182
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214305**

Districtnu:	1	Apinumber:	03720769
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-49
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8599	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214305		

K183
ENE **OIL_GAS** **CAOG11000210513**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714896
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	402
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210513		

L184
South **OIL_GAS** **CAOG11000214411**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03720831
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-54
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8039	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214411		

Map ID
Direction
Distance

Database EDR ID Number

L185
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214412**

Districtnu:	1	Apinumber:	03720831
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-54
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8039	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214412		

L186
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214413**

Districtnu:	1	Apinumber:	03720831
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-54
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8039	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214413		

L187
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214466**

Districtnu:	1	Apinumber:	03720896
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-55

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214466		

L188
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214467**

Districtnu:	1	Apinumber:	03720896
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-55
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214467		

L189
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213969**

Districtnu:	1	Apinumber:	03720043
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-4A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8160	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213969		

L190
South
1/2 - 1 Mile

OIL_GAS **CAOG11000213970**

Districtnu:	1	Apinumber:	03720043
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-4A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	8160	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000213970		

O191
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210756**

Districtnu:	1	Apinumber:	03715185
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210756		

L193
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214473**

Districtnu:	1	Apinumber:	03720904
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-56
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	6399	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214473		

Map ID
Direction
Distance

Database EDR ID Number

L192
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214472**

Districtnu:	1	Apinumber:	03720904
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-56
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	6399	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214472		

K194
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210517**

Districtnu:	1	Apinumber:	03714900
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	401
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210517		

L195
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214477**

Districtnu:	1	Apinumber:	03720915
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-57

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10286	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214477		

L196
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214478**

Districtnu:	1	Apinumber:	03720915
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-57
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10286	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214478		

L197
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214312**

Districtnu:	1	Apinumber:	03720779
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-58
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214312		

L198
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214313**

Districtnu:	1	Apinumber:	03720779
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A

Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-58
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214313		

L199
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214314**

Districtnu:	1	Apinumber:	03720779
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-58
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214314		

L200
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214490**

Districtnu:	1	Apinumber:	03720946
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-59B
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10043	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214490		

Map ID
Direction
Distance

Database EDR ID Number

L201
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214491**

Districtnu:	1	Apinumber:	03720946
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-59B
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10043	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214491		

L202
South
1/2 - 1 Mile

OIL_GAS **CAOG11000214492**

Districtnu:	1	Apinumber:	03720946
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	A
Operatorna:	Freeport-McMoRan Oil & Gas LLC	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	P-59B
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	10043	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	AOG
Site id:	CAOG11000214492		

O203
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210516**

Districtnu:	1	Apinumber:	03714899
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	405

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210516		

204
East **OIL_GAS** **CAOG11000210364**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714689
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Union Oil Company of California	Countyname:	Los Angeles
Fieldname:	Any Field	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Masselin	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210364		

O205
NE **OIL_GAS** **CAOG11000210747**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715176
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210747		

P206
NNW **OIL_GAS** **CAOG11000210720**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715149
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	63
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210720		

O207
ENE **OIL_GAS** **CAOG11000210752**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715181
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210752		

208
NW **OIL_GAS** **CAOG11000210723**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715152
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	84
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PWF
Site id:	CAOG11000210723		

Map ID
Direction
Distance

Database EDR ID Number

O209
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210356**

Districtnu:	1	Apinumber:	03714681
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	411
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210356		

O210
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210763**

Districtnu:	1	Apinumber:	03715192
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	17
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210763		

M211
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210590**

Districtnu:	1	Apinumber:	03714975
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	22

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210590		

M212
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210575**

Districtnu:	1	Apinumber:	03714959
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210575		

213
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210767**

Districtnu:	1	Apinumber:	03715196
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	21
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210767		

N214
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210797**

Districtnu:	1	Apinumber:	03715226
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	88
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210797		

P215
NNW **OIL_GAS** **CAOG11000210716**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715145
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	57
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210716		

N216
NNE **OIL_GAS** **CAOG11000210795**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715224
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	81
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210795		

Map ID
Direction
Distance

Database EDR ID Number

Q217
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210801**

Districtnu:	1	Apinumber:	03715230
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	102
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210801		

R218
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210799**

Districtnu:	1	Apinumber:	03715228
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	93
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210799		

S219
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210514**

Districtnu:	1	Apinumber:	03714897
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	403

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210514		

T220
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210800**

Districtnu:	1	Apinumber:	03715229
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	99
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210800		

U221
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210761**

Districtnu:	1	Apinumber:	03715190
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210761		

U222
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210748**

Districtnu:	1	Apinumber:	03715177
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210748		

S223
ENE **OIL_GAS** **CAOG11000210352**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714677
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	407
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210352		

S224
ENE **OIL_GAS** **CAOG11000210515**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714898
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	404
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210515		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

S225
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210753**

Districtnu:	1	Apinumber:	03715182
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210753		

V226
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210589**

Districtnu:	1	Apinumber:	03714974
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	21
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210589		

Q227
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210744**

Districtnu:	1	Apinumber:	03715173
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	140

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210744		

W228
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210717**

Districtnu:	1	Apinumber:	03715146
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	58
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210717		

U229
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210764**

Districtnu:	1	Apinumber:	03715193
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	18
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210764		

S230
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210750**

Districtnu:	1	Apinumber:	03715179
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210750		

X231
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210729**

Districtnu:	1	Apinumber:	03715158
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	104
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210729		

Y232
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210796**

Districtnu:	1	Apinumber:	03715225
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	87
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210796		

Map ID
Direction
Distance

Database EDR ID Number

S233
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210759**

Districtnu:	1	Apinumber:	03715188
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210759		

Q234
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210332**

Districtnu:	1	Apinumber:	03714646
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	33
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210332		

T235
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210331**

Districtnu:	1	Apinumber:	03714645
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	27

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210331		

236
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210333**

Districtnu:	1	Apinumber:	03714647
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	39
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210333		

V237
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210334**

Districtnu:	1	Apinumber:	03714648
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	47
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210334		

S238
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210358**

Districtnu:	1	Apinumber:	03714683
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	415
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210358		

W239
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210711**

Districtnu:	1	Apinumber:	03715140
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	40
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210711		

R240
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210330**

Districtnu:	1	Apinumber:	03714644
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	21
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210330		

Map ID
Direction
Distance

Database EDR ID Number

241
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210251**

Districtnu:	1	Apinumber:	03714549
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Rodeo	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210251		

Z242
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210581**

Districtnu:	1	Apinumber:	03714965
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210581		

X243
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000216606**

Districtnu:	1	Apinumber:	03726469
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	unk	Comments:	Not Reported
Leasename:	New	Wellnumber:	103

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000216606		

244
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210722**

Districtnu:	1	Apinumber:	03715151
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	82
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210722		

245
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210793**

Districtnu:	1	Apinumber:	03715222
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	61
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210793		

V246
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210335**

Districtnu:	1	Apinumber:	03714649
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	55
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210335		

AA247
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210749**

Districtnu:	1	Apinumber:	03715178
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210749		

R248
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210328**

Districtnu:	1	Apinumber:	03714642
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210328		

Map ID
Direction
Distance

Database EDR ID Number

AA249
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210765**

Districtnu:	1	Apinumber:	03715194
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	19
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210765		

S250
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210755**

Districtnu:	1	Apinumber:	03715184
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210755		

U251
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210751**

Districtnu:	1	Apinumber:	03715180
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	5

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210751		

AB252
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210728**

Districtnu:	1	Apinumber:	03715157
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	103
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210728		

W253
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210718**

Districtnu:	1	Apinumber:	03715147
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	59
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210718		

254
WSW
1/2 - 1 Mile

OIL_GAS **CAOG11000205259**

Districtnu:	1	Apinumber:	03706335
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Beverly Hills	Areaname:	East
Section:	29	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Saturn Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000205259		

AA255
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210792**

Districtnu:	1	Apinumber:	03715221
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	54
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210792		

Y256
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210322**

Districtnu:	1	Apinumber:	03714636
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210322		

Map ID
Direction
Distance

Database EDR ID Number

Z257
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210719**

Districtnu:	1	Apinumber:	03715148
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	60
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210719		

AC258
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210771**

Districtnu:	1	Apinumber:	03715200
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	25
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210771		

AD259
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210523**

Districtnu:	1	Apinumber:	03714907
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	James F. Ross	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Ross	Wellnumber:	4

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210523		

AA260
ENE **OIL_GAS** **CAOG11000210757**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715186
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210757		

261
NNE **OIL_GAS** **CAOG11000210329**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714643
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	16
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210329		

AC262
NE **OIL_GAS** **CAOG11000210314**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714628
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210314		

AB263
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210727**

Districtnu:	1	Apinumber:	03715156
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	102
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210727		

AB264
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210731**

Districtnu:	1	Apinumber:	03715160
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	114
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210731		

Map ID
Direction
Distance

Database EDR ID Number

265
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210766**

Districtnu:	1	Apinumber:	03715195
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	20
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210766		

AC266
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210527**

Districtnu:	1	Apinumber:	03714911
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210527		

267
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210522**

Districtnu:	1	Apinumber:	03714906
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	James F. Ross	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Ross	Wellnumber:	3

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210522		

AD268
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210520**

Districtnu:	1	Apinumber:	03714904
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	James F. Ross	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Ross	Wellnumber:	A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210520		

AD269
North
1/2 - 1 Mile

OIL_GAS **CAOG11000210521**

Districtnu:	1	Apinumber:	03714905
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	James F. Ross	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Ross	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210521		

270
East
1/2 - 1 Mile

OIL_GAS **CAOG11000210637**

Districtnu:	1	Apinumber:	03715057
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I

Operatorna:	Mesa Oil & Gas Co.	Countyname:	Los Angeles
Fieldname:	Any Field	Areaname:	Any Area
Section:	28	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000210637		

AE271
NNE **OIL_GAS** **CAOG11000210323**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714637
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210323		

AF272
NE **OIL_GAS** **CAOG11000210772**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715201
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	26
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210772		

Map ID
Direction
Distance

Database EDR ID Number

AE273
NNE **OIL_GAS** **CAOG11000210315**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714629
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210315		

AG274
NE **OIL_GAS** **CAOG11000210528**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714912
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210528		

AH275
NW **OIL_GAS** **CAOG11000210726**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715155
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	101

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210726		

AE276
NNE **OIL_GAS** **CAOG11000210524**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714908
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Shell Western Exploration & Production Inc.		
Countyname:	Los Angeles	Fieldname:	Salt Lake
Areaname:	Any Area	Section:	21
Township:	01S	Range:	14W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported	Gissourcec:	hud
Comments:	Not Reported	Leasename:	Verne Community
Wellnumber:	1	Epawell:	N
Hydraulica:	N	Confidenti:	N
Spuddate:	Not Reported	Welldeptha:	0
Redrillfoo:	0	Abandonedd:	Not Reported
Completion:	Not Reported	Directiona:	Unknown
Gissymbol:	POG	Site id:	CAOG11000210524

AH277
NW **OIL_GAS** **CAOG11000210732**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715161
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	115
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210732		

AI278
NW **OIL_GAS** **CAOG11000210741**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715170
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	136
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210741		

279
NNW **OIL_GAS** **CAOG11000210366**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714691
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Utah California Consolidated Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210366		

AG280
NE **OIL_GAS** **CAOG11000210547**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714931
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	23
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210547		

Map ID
Direction
Distance

Database EDR ID Number

AJ281
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192176**

Districtnu:	1	Apinumber:	03715051
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.993	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192176		

AJ282
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192179**

Districtnu:	1	Apinumber:	03715054
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	199.006	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192179		

AJ283
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192178**

Districtnu:	1	Apinumber:	03715053
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	199.089	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	3

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192178		

AJ284
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000189006**

Districtnu:	1	Apinumber:	03702077
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.196	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000189006		

AJ285
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192177**

Districtnu:	1	Apinumber:	03715052
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	199.679	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192177		

AJ286
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192175**

Districtnu:	1	Apinumber:	03715050
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	200.731	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192175		

AJ287
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192180**

Districtnu:	1	Apinumber:	03715055
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	199.656	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192180		

AJ288
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192174**

Districtnu:	1	Apinumber:	03715049
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	201.708	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192174		

Map ID
Direction
Distance

Database EDR ID Number

AJ289
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000188558**

Districtnu:	1	Apinumber:	03700024
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.643	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000188558		

AJ290
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192993**

Districtnu:	1	Apinumber:	03720017
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.228	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192993		

AJ291
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192172**

Districtnu:	1	Apinumber:	03715047
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	199.932	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	3

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192172		

AJ292
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193039**

Districtnu:	1	Apinumber:	03720149
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.347	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PWD
Site id:	CAOG11000193039		

AJ293
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193040**

Districtnu:	1	Apinumber:	03720149
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.347	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PWD
Site id:	CAOG11000193040		

AJ294
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193024**

Districtnu:	1	Apinumber:	03720119
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	200.284	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193024		

AJ295
NNE **OIL_GAS** **CAOG11000192181**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715129
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.315	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192181		

AF296
NE **OIL_GAS** **CAOG11000210525**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03714909
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210525		

Map ID
Direction
Distance

Database EDR ID Number

AJ297
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000214636**

Districtnu:	1	Apinumber:	03721193
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	U-168	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214636		

AJ298
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192188**

Districtnu:	1	Apinumber:	03715136
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	195.474	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192188		

AJ299
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000214637**

Districtnu:	1	Apinumber:	03721194
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	U-168	Wellnumber:	2

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214637		

AJ300
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192184**

Districtnu:	1	Apinumber:	03715132
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	196.958	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192184		

AJ301
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192187**

Districtnu:	1	Apinumber:	03715135
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.101	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192187		

AJ302
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000214223**

Districtnu:	1	Apinumber:	03721227
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	U-168	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214223		

AJ303
NNE **OIL_GAS** **CAOG11000193277**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03721131
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.189	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Oakwood	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193277		

AJ304
NNE **OIL_GAS** **CAOG11000214224**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03721228
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	U-169	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000214224		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

AI305
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210737**

Districtnu:	1	Apinumber:	03715166
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	121
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210737		

AJ306
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192183**

Districtnu:	1	Apinumber:	03715131
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.789	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192183		

AJ307
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193272**

Districtnu:	1	Apinumber:	03721119
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	196.429	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Oakwood	Wellnumber:	5

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193272		

AJ308
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193256**

Districtnu:	1	Apinumber:	03721090
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.855	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Oakwood	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193256		

AJ309
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000189038**

Districtnu:	1	Apinumber:	03702957
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	196.23	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000189038		

AJ310
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193262**

Districtnu:	1	Apinumber:	03721100
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.607	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Oakwood	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193262		

AJ311
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193259**

Districtnu:	1	Apinumber:	03721094
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.983	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Oakwood	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193259		

AJ312
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192173**

Districtnu:	1	Apinumber:	03715048
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	201.429	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Metropolitan	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192173		

Map ID
Direction
Distance

Database EDR ID Number

AJ313
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193149**

Districtnu:	1	Apinumber:	03720577
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	199.691	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	12
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193149		

AJ314
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193150**

Districtnu:	1	Apinumber:	03720607
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	200.373	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193150		

AJ315
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192185**

Districtnu:	1	Apinumber:	03715133
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	200.163	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	6

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192185		

AJ316
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193158**

Districtnu:	1	Apinumber:	03720662
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	201.391	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	16
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PWD
Site id:	CAOG11000193158		

AJ317
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192186**

Districtnu:	1	Apinumber:	03715134
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.928	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000192186		

AJ318
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193157**

Districtnu:	1	Apinumber:	03720647
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	200.299	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	15
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193157		

AJ319
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000192182**

Districtnu:	1	Apinumber:	03715130
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.414	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000192182		

AJ320
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193178**

Districtnu:	1	Apinumber:	03720826
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.09	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Oakwood	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193178		

Map ID
Direction
Distance

Database EDR ID Number

AE321
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210316**

Districtnu:	1	Apinumber:	03714630
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210316		

AJ322
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193071**

Districtnu:	1	Apinumber:	03720251
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	198.427	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193071		

AJ323
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193083**

Districtnu:	1	Apinumber:	03720314
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.339	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	4

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PWD
Site id:	CAOG11000193083		

AJ324
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193084**

Districtnu:	1	Apinumber:	03720314
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.339	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PWD
Site id:	CAOG11000193084		

AJ325
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193086**

Districtnu:	1	Apinumber:	03720354
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	197.946	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	U-93	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193086		

AJ326
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000193106**

Districtnu:	1	Apinumber:	03720388
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	200.872	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	14
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193106		

AJ327
NNE **OIL_GAS** **CAOG11000193135**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03720509
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	McFarland Energy, Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	206.5	Locationde:	Not Reported
Gissourcec:	gps	Comments:	64002239.ssf
Leasename:	Gilmore	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000193135		

328
ENE **OIL_GAS** **CAOG11000210790**
1/2 - 1 Mile

Districtnu:	1	Apinumber:	03715219
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	50
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210790		

Map ID
Direction
Distance

Database EDR ID Number

AK329
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210725**

Districtnu:	1	Apinumber:	03715154
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	99
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210725		

AE330
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210324**

Districtnu:	1	Apinumber:	03714638
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	11
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210324		

AG331
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210529**

Districtnu:	1	Apinumber:	03714913
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	5

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210529		

AF332
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210526**

Districtnu:	1	Apinumber:	03714910
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210526		

AF333
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210551**

Districtnu:	1	Apinumber:	03714935
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Clark	Wellnumber:	104
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210551		

334
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000210768**

Districtnu:	1	Apinumber:	03715197
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	B

Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	22
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210768		

AL335
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210774**

Districtnu:	1	Apinumber:	03715203
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Salt Lake	Wellnumber:	28
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210774		

AH336
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210733**

Districtnu:	1	Apinumber:	03715162
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	116
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210733		

Map ID
Direction
Distance

Database EDR ID Number

AL337
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210550**

Districtnu:	1	Apinumber:	03714934
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Clark	Wellnumber:	103
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	AOG
Site id:	CAOG11000210550		

338
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210736**

Districtnu:	1	Apinumber:	03715165
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	120
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210736		

AM339
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210530**

Districtnu:	1	Apinumber:	03714914
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	6

Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210530		

AK340
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000210308**

Districtnu:	1	Apinumber:	03714622
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	I
Operatorna:	Garbutt Oil Co. (A. M. Stephens Co.)		
Countyname:	Los Angeles	Fieldname:	Salt Lake
Areaname:	Any Area	Section:	20
Township:	01S	Range:	14W
Basemeridi:	SB	Elevation:	Not Reported
Locationde:	Not Reported	Gissourcec:	hud
Comments:	Not Reported	Leasename:	Not Reported
Wellnumber:	6	Epawell:	N
Hydraulica:	N	Confidenti:	N
Spuddate:	Not Reported	Welldeptha:	0
Redrillfoo:	0	Abandonedd:	Not Reported
Completion:	Not Reported	Directiona:	Unknown
Gissymbol:	AOG	Site id:	CAOG11000210308

AM341
NNE
1/2 - 1 Mile

OIL_GAS **CAOG11000210317**

Districtnu:	1	Apinumber:	03714631
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Gilmore Oil Company	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210317		

AN342
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210537**

Districtnu:	1	Apinumber:	03714921
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P

Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	13
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210537		

AH343
NW
1/2 - 1 Mile

OIL_GAS **CAOG11000210734**

Districtnu:	1	Apinumber:	03715163
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Chevron U.S.A. Inc.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	20	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Not Reported	Wellnumber:	117
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210734		

AN344
NE
1/2 - 1 Mile

OIL_GAS **CAOG11000210552**

Districtnu:	1	Apinumber:	03714936
Blmwell:	N	Redrillcan:	Not Reported
Dryhole:	N	Wellstatus:	P
Operatorna:	Southern California Edison Co.	Countyname:	Los Angeles
Fieldname:	Salt Lake	Areaname:	Any Area
Section:	21	Township:	01S
Range:	14W	Basemeridi:	SB
Elevation:	Not Reported	Locationde:	Not Reported
Gissourcec:	hud	Comments:	Not Reported
Leasename:	Clark	Wellnumber:	105
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0	Redrillfoo:	0
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000210552		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90036	48	1

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

APPENDIX C

HISTORICAL AERIAL PHOTOGRAPHS

Residential Property

830 South Fairfax Avenue

Los Angeles, CA 90036

Inquiry Number: 5541463.1

January 24, 2019

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

01/24/19

Site Name:

Residential Property
830 South Fairfax Avenue
Los Angeles, CA 90036
EDR Inquiry # 5541463.1

Client Name:

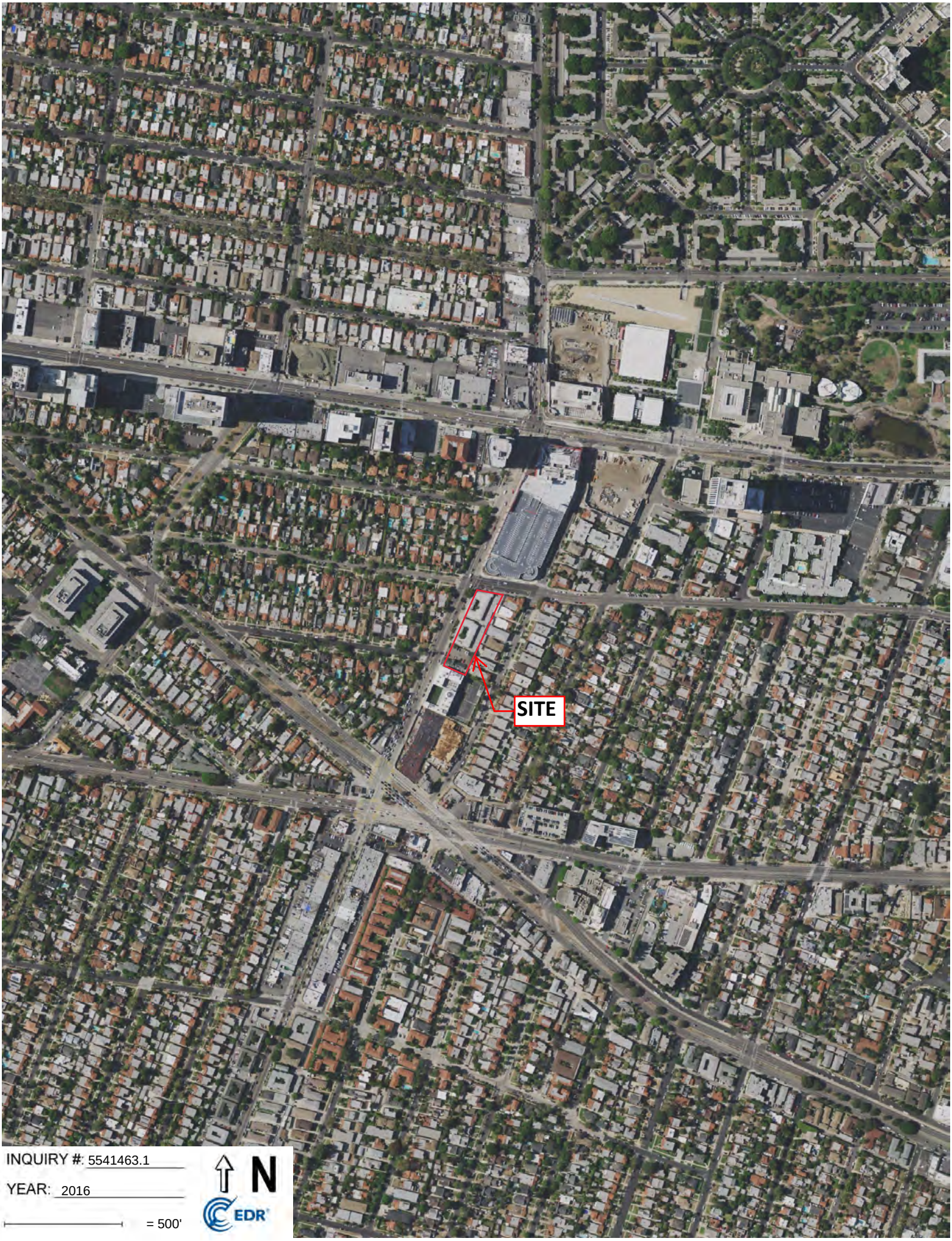
Gaston and Associates
2691 Richter Avenue
Irvine, CA 92606
Contact: Will Gaston

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
2002	1"=500'	Flight Date: June 10, 2002	USDA
1994	1"=500'	Acquisition Date: May 31, 1994	USGS/DOQQ
1989	1"=500'	Flight Date: August 22, 1989	USDA
1981	1"=500'	Flight Date: February 17, 1981	EDR Proprietary Brewster Pacific
1979	1"=500'	Flight Date: February 05, 1979	EDR Proprietary Brewster Pacific
1977	1"=500'	Flight Date: April 25, 1977	EDR Proprietary Brewster Pacific
1964	1"=500'	Flight Date: July 28, 1964	USGS
1952	1"=500'	Flight Date: August 01, 1952	USGS
1948	1"=500'	Flight Date: July 10, 1948	USGS
1938	1"=500'	Flight Date: May 22, 1938	USDA
1928	1"=500'	Flight Date: January 01, 1928	FAIR
1923	1"=500'	Flight Date: January 01, 1923	FAIR

When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.



INQUIRY #: 5541463.1

YEAR: 2016

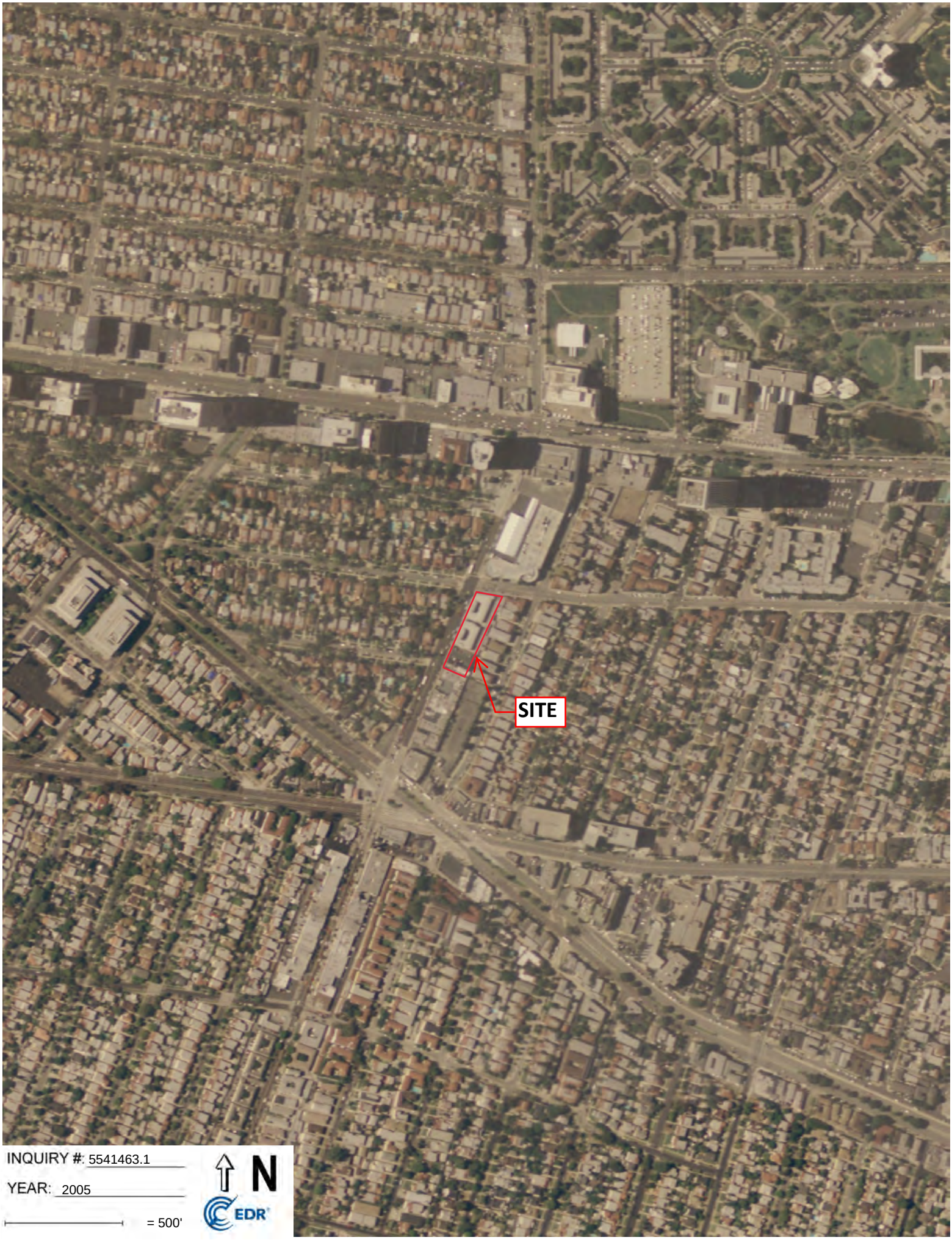
= 500'

N

EDR


SITE
INQUIRY #: 5541463.1
YEAR: 2012
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 2009
= 500'
N
EDR



INQUIRY #: 5541463.1

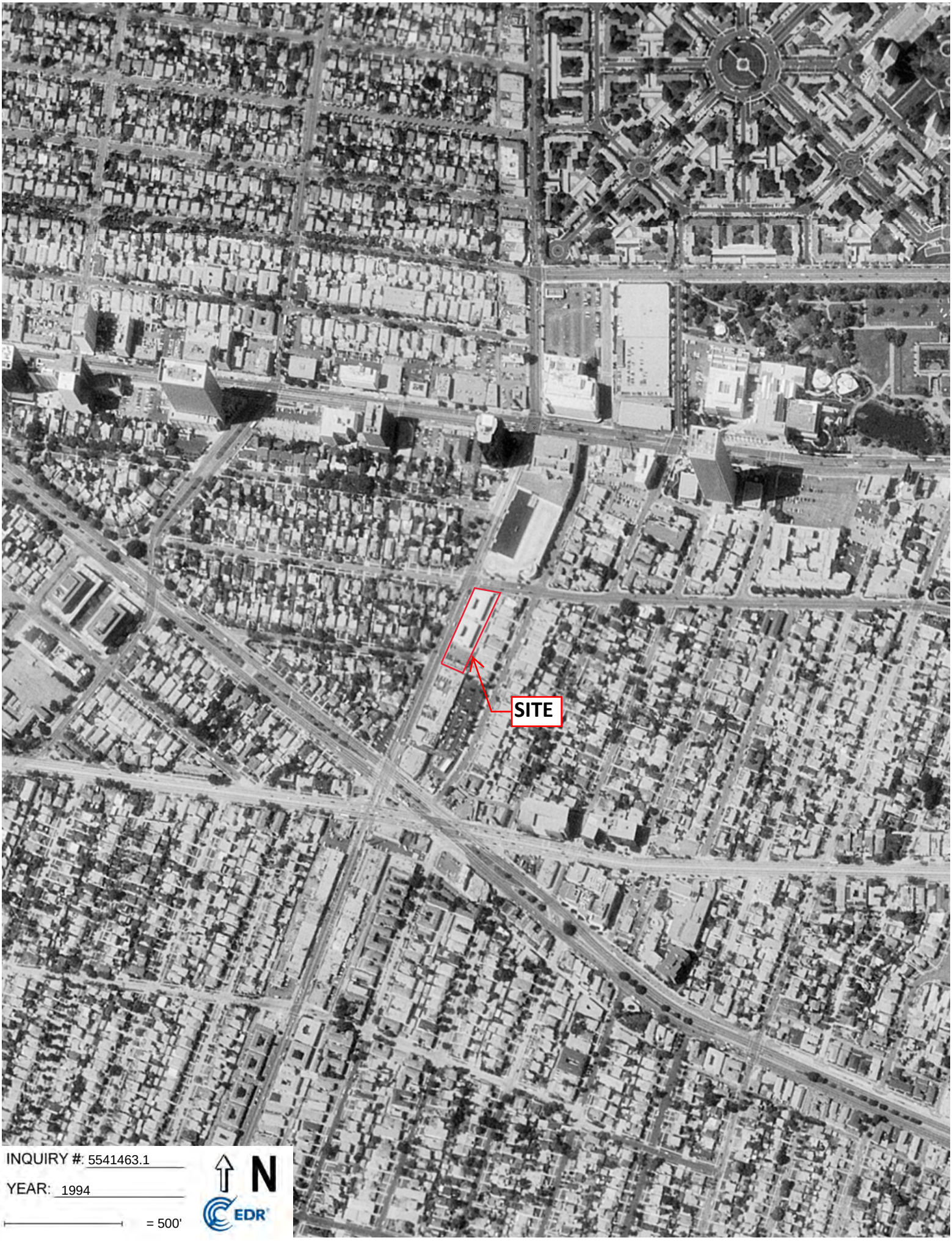
YEAR: 2005

= 500'

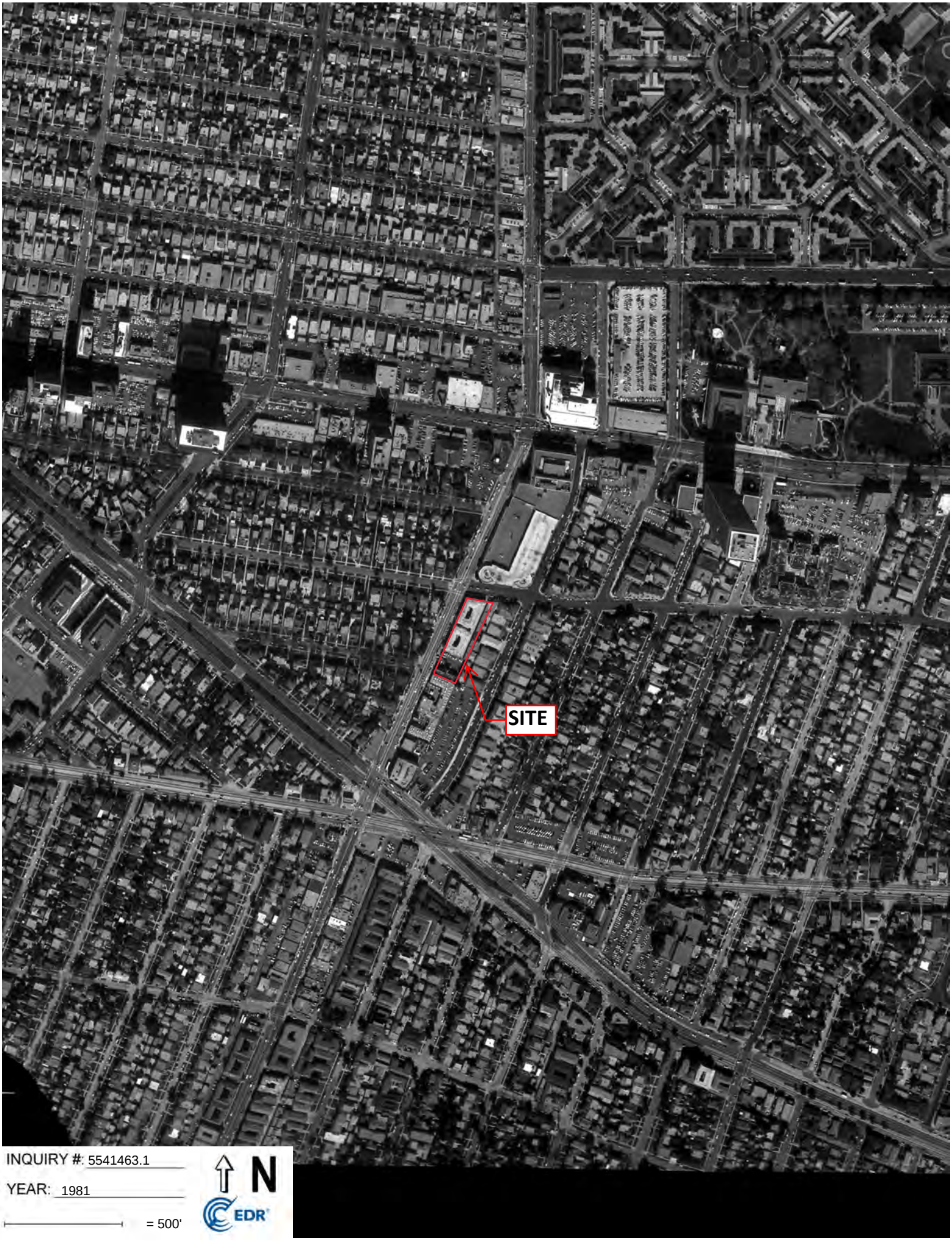
N

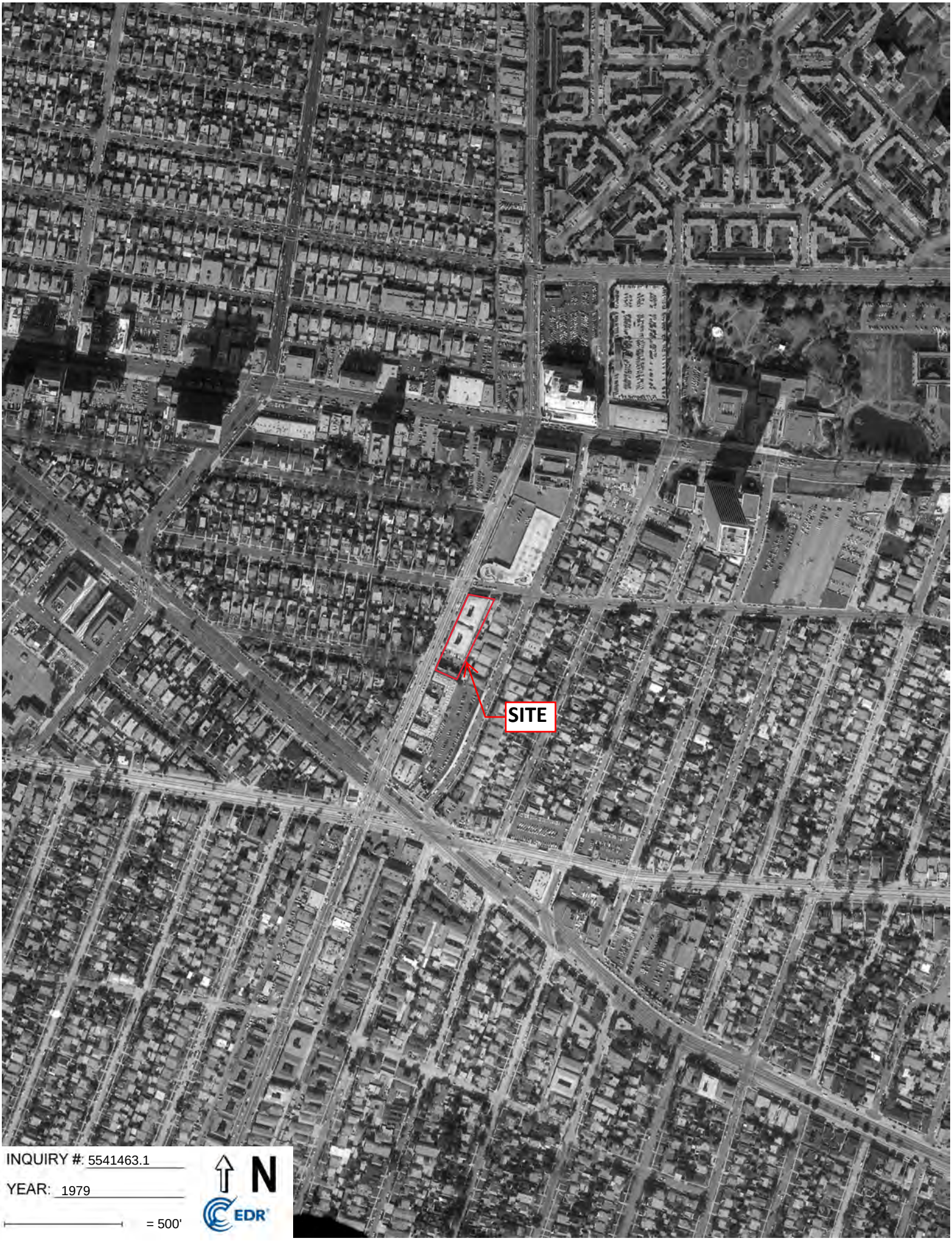
EDR


GW373774
GW373774
SITE
INQUIRY #: 5541463.1
YEAR: 2002
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1994
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1989
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1981
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1979
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1977
= 500'
N
EDR

INQUIRY #: 5541463.1

YEAR: 1964

= 500'

N

EDR

INQUIRY #: 5541463.1

YEAR: 1952

= 500'

N

EDR

INQUIRY #: 5541463.1

YEAR: 1948

= 500'

N

EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1938
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1928
= 500'
N
EDR


SITE
INQUIRY #: 5541463.1
YEAR: 1923
= 500'
N
EDR

APPENDIX D

HISTORICAL TOPOGRAPHIC MAPS

APPENDIX E

AGENCY FILE REVIEW &
ADDITIONAL INFORMATION

Property Profile

Property Data

Site Address:

830 S Fairfax Ave
Los Angeles, CA 90036

Mail Address:

6011 Bristol Pkwy
Culver City, CA 90230

Primary Owner: WESTSIDE BUILDING COMPANY
Secondary Owner:
APN: 5086-008-010
Census Tract: 2163.00
Housing Tract Number: 6826
Legal Description: LOT:B TR#:6826 TRACT NO 6826 LOT COM AT MOST E COR OF LOT B TH SW ON SE LINE OF SD LOT 296.16 FT TH N 66 40'55" W 120 FT TH NE ON SE LINE OF
Subdivision:
Property County: Los Angeles County

Property Characteristics

Bedrooms: 0	Year Built:	Square Feet: 32885
Bathrooms: 0	Use Code: Apartment house (5+ units)	Lot Size: 33500 Sqft
Total Rooms:	Number of Units: 40	Garage:
Zoning: LAC2	Amenities:	
Number of Stories:	Building Style:	Coords: 34.060561,-118.362267

Sale & Loan Information

Transfer Date: 06/15/2007	Seller: ROSS, ARTHUR; ROSS, GAIL	Document: 07-1453691
Transfer Value: $0.00	Cost/Sq Feet: 0	Title Company: None Available
First Loan Amt: $0.00	Lender:	

Assessed & Tax Information

Assessed Value: $1,025,277.00	Percent Improvement: 0.4956	Homeowner Exemption:
Land Value: $517,111.00	Tax Amount: $16,420.30	Tax Rate Area: 0-067
Improvement Value: $508,166.00	Tax Status: Current	

Property Profile

Property Data

Site Address:

840 S Fairfax Ave
Los Angeles, CA 90036

Mail Address:

6151 Barrows Dr
Los Angeles, CA 90048

Primary Owner: VINTAGE VICES LLC
Secondary Owner:
APN: 5086-008-012
Census Tract: 2163.00
Housing Tract Number: 6826
Legal Description: LOT:B TR#:6826 TR=6826*1/2 VAC ALLEY ADJ ON SW AND SW 100 FT OF LOT B
Subdivision:
Property County: Los%20angeles County

Property Characteristics

Bedrooms: 0	Year Built: 1949	Square Feet: 3829
Bathrooms: 0	Use Code: Restaurant	Lot Size: 12573 Sqft
Total Rooms:	Number of Units: 0	Garage:
Zoning: LAC2	Amenities:	
Number of Stories: 1	Building Style:	Coords: 34.060076,-118.36252

Sale & Loan Information

Transfer Date: 11/19/2013	Seller: THOROUGHBRED CLUB INC,	Document: 13-1641130
Transfer Value: $3,480,034.00	Cost/Sq Feet: 908	Title Company: Old Republic Title Co
First Loan Amt: $2,400,000.00	Lender: Torrey Pines Bank	

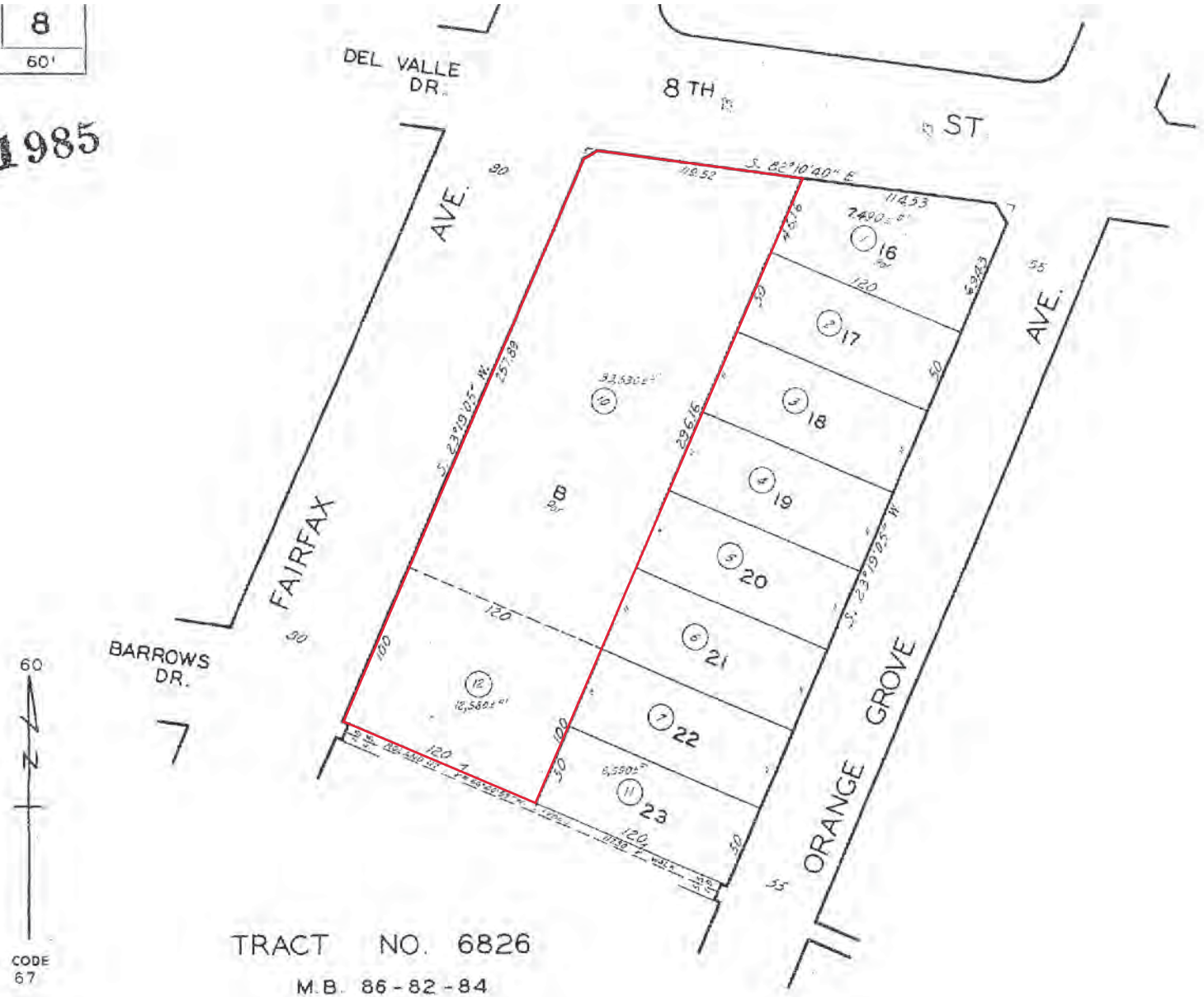
Assessed & Tax Information

Assessed Value: $3,749,245.00	Percent Improvement: 0.2816	Homeowner Exemption:
Land Value: $2,693,424.00	Tax Amount: $45,593.00	Tax Rate Area: 0-067
Improvement Value: $1,055,821.00	Tax Status:	

5086 | 8

SCALE 1" = 60'

1985



TRACT NO. 6826

M.B. 86-82-84

FOR PREV. ASSM'T. SEE: 532-23

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

DEPARTMENT OF BUILDING AND SAFETY

January 31, 2019

Document Report

Documents
Digital Image {62af95dc-c956-4281-b8c0-25ed435502ad}

Document Number(s)
1950LA28616

Record Description
Record ID: 54561775
Doc Type: BUILDING PERMIT
Sub Type: NEW CONSTRUCTION
Doc Date: 12/27/1950
Status: ISSUED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 5000917201200021332
Dwelling Units: None
Comments: NEW APT DWLG.

Property Address(es)
840 S FAIRFAX APT 1 APT 16
830 S FAIRFAX AVE

Legal Description(s)
Tract: TR 6826
Block: Lot: B Arb:
Map Reference: Modifier:

Film RBF
Type: IDIS P5506; 01172; 0000 thru 0002
Type: HIST P1443; 001; 1175

Primary Use
APARTMENT

Print

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

January 31, 2019

Document Report

Documents

Document Number(s)
1951LA00163

Record Description
Record ID: 6930377
Doc Type: BUILDING PERMIT
Sub Type: BLDG-NEW
Doc Date: 01/05/1951
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5; Stories = 2; Units Total = 2.

Property Address(es)
800 S FAIRFAX AVE

Legal Description(s)
Tract:
Block: **Lot:** **Arb:**
Modifier: **Map Reference:**

PIN(s)
132B177 185

Assessor Number(s)
5086-008-010

Film RBF
Type: HIST P1446; 001; 0163

Print

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

January 31, 2019

Document Report

Documents

Digital Image (d61cce9b-5963-43d5-9108-4cad33c2f502)

Document Number(s)
1951LA00163

Record Description
Record ID: 51393760
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 10/16/1951
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 50003062007000040l6
Dwelling Units: None
Comments: 2-STORY, TYPE V, 80 X 127 APT HOUSE, H2 OCC, 21 APTS. NO PARKING I
NDICATED ON C/O.

Property Address(es)
800 S FAIRFAX AVE

Legal Description(s)
Tract:
Block: **Lot:** **Arb:**
Modifier: **Map Reference:**

PIN(s)
132B177 185

Assessor Number(s)
5086-008-010

Film RBF
Type: IDIS O0643; 03935; 0000
Type: HIST O164;
Type: HIST O149; 2; 3295

Primary Use
APARTMENT

Print

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

January 31, 2019

Document Report

Documents

Document Number(s)
1988LA96272

Record Description
Record ID: 3141866
Doc Type: BUILDING PERMIT
Sub Type: ALTERATION
Doc Date: 04/26/1988
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: *ADDRESS INCLUDES 800 & 830 FAIRFAX AV S. ALTERATION.

Property Address(es)
830 S FAIRFAX AVE

Legal Description(s)
Tract:
Block: **Lot:** **Arb:**
Modifier: **Map Reference:**

PIN(s)
132B177 185

Assessor Number(s)
5086-008-010

Film RBF
Type: HIST P0188; 004; 0074

Print

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

January 31, 2019

Document Report

Documents

Digital Image {CC4DCB14-AC7B-486B-A192-EF6B3427FAFD}

Document Number(s)
1988LA96272

Record Description
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Sub Type: BLDG-ALTER/REPAIR
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Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 5000922201500002379
Dwelling Units: None
Comments: REMOVE ROCK FROM ROOF INSTALL ROCK HOT TAR CLASS A OR SMOKE DET RE Q'D.

Property Address(es)
830 S FAIRFAX AVE
800 S FAIRFAX AVE

Legal Description(s)
Tract: TR 6826
Block: **Lot:** B **Arb:**
Map Reference: **Modifier:**

Film RBF
Type: IDIS P6132; 02379; 0000 thru P6132; 0001
Type: HIST P0188; 004; 0074

Primary Use
APARTMENT

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

April 15, 2019

Document Report

Documents
Digital Image {021c9c94-c829-4fc0-87a0-576359e0b988}

Document Number(s)
1947LA29354

Record Description
Record ID: 54294902
Doc Type: BUILDING PERMIT
Sub Type: NEW CONSTRUCTION
Doc Date: 12/23/1947
Status: ISSUED
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 5000815201200004747
Dwelling Units: None
Comments: NEW RESTAURANT.

Property Address(es)
840 S FAIRFAX AVE

Legal Description(s)
Tract: TR 6826
Block: Lot: B Arb:
Map Reference: Modifier:

Film RBF
Type: IDIS P5426; 02104; 0000 thru 0001
Type: HIST P1400; 001; 2100

Primary Use
RESTAURANT

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

April 15, 2019

Document Report

Documents
Digital Image {1d067bfd-960c-4855-89e8-a6a2eecdfe81}

Document Number(s)
1947LA29354

Record Description
Record ID: 51393786
Doc Type: CERTIFICATE OF OCCUPANCY
Sub Type: None
Doc Date: 03/24/1949
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: 5000306200700004045
Dwelling Units: None
Comments: 2-STORY, TYPE V, 33' X 104' RESTAURANT. B2 OCC. 125 OCCUPANTS. OCC LOAD SIGN DELIVERED: 4-16-53 BAR & GRILL: 75 PERSONS. DINING ROOM: 49 PERSONS. NO PARKING INDICATED ON C/O.

Property Address(es)
840 S FAIRFAX AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

Film RBF
Type: IDIS O0643; 03963; 0000 thru 03963; 0001
Type: HIST O164;

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

April 15, 2019

Document Report

Documents

Document Number(s)
1950LA28617

Record Description
Record ID: 6930575
Doc Type: BUILDING PERMIT
Sub Type: BLDG-NEW
Doc Date: 12/27/1950
Status: None
Doc Version: None
AKA Address: None
Project Name: None
Disaster ID: None
Subject: None
Product Name: None
Manufacturer's Name: None
Expired Date: None
Receipt Number: None
Case Number: None
Scan Number: None
Dwelling Units: None
Comments: This document shows the following information: Type Const 1 = 5: Stories = 1; Units Total = 1.

Property Address(es)
840 S FAIRFAX AVE

Legal Description(s)
Tract:
Block: Lot: Arb:
Modifier: Map Reference:

PIN(s)
132B177 273

Assessor Number(s)
5086-008-012

Film RBF
Type: HIST P1443; 001; 1176

APPENDIX F

SANBORN FIRE INSURANCE MAPS
CITY DIRECTORY SEARCH

Residential Property

830 South Fairfax Avenue

Los Angeles, CA 90036

Inquiry Number: 5539509.3

January 22, 2019

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

01/22/19

Site Name:

Residential Property
830 South Fairfax Avenue
Los Angeles, CA 90036
EDR Inquiry # 5539509.3

Client Name:

Gaston and Associates
2691 Richter Avenue
Irvine, CA 92606
Contact: Will Gaston

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Gaston and Associates were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # C2C0-421A-818E

PO # NA

Project Residential Property

Maps Provided:

1969
1950
1927

Sanborn® Library search results

Certification #: C2C0-421A-818E

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Gaston and Associates (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1969 Source Sheets

Volume 23, Sheet 2306
1969

Volume 23, Sheet 2368
1969

Volume 23, Sheet 2369
1969

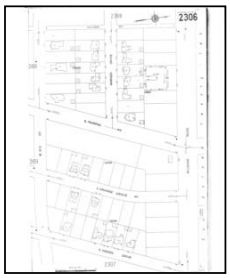
1950 Source Sheets

Volume 23, Sheet 2306
1950

Volume 23, Sheet 2368
1950

Volume 23, Sheet 2369
1950

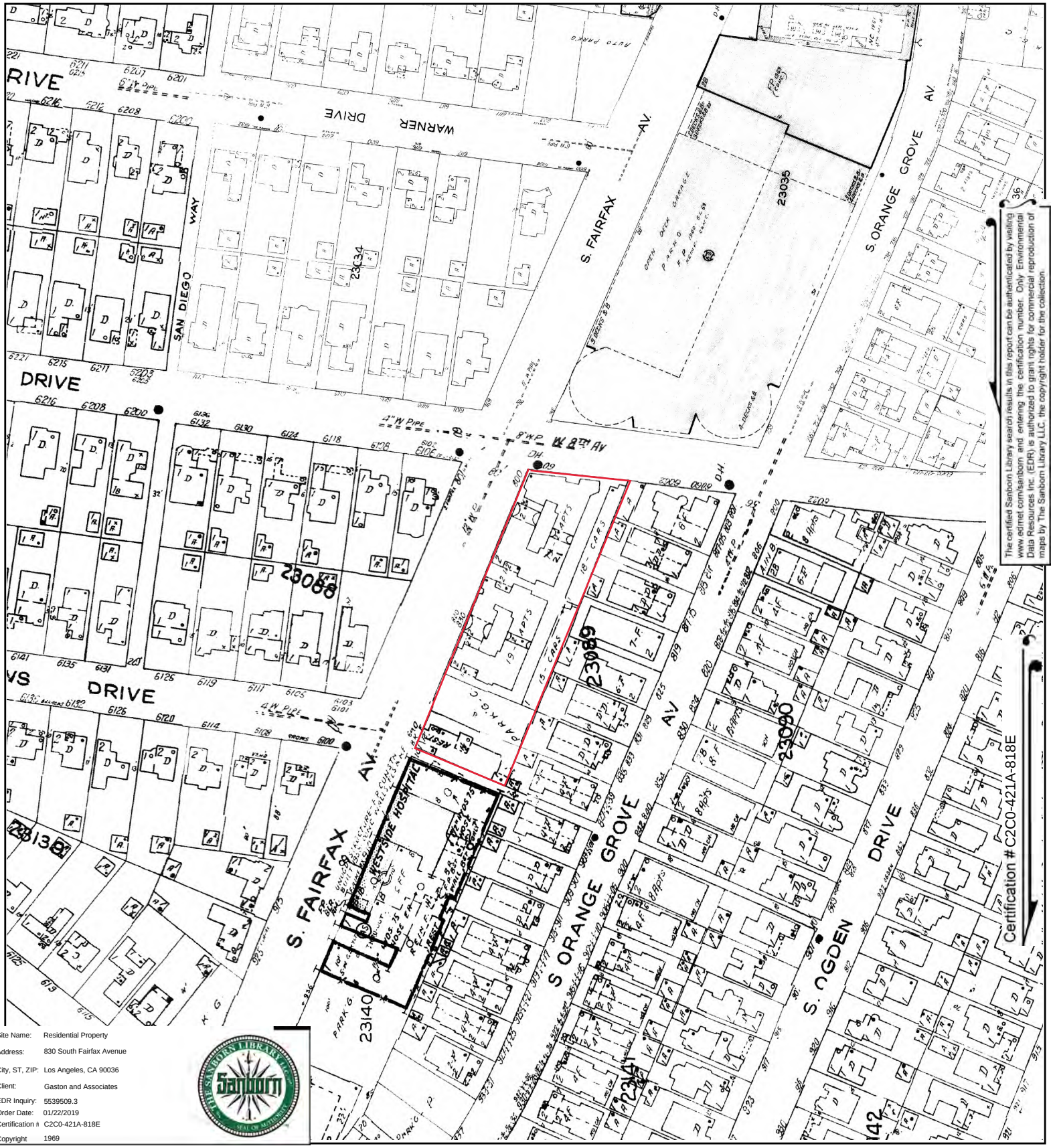
1927 Source Sheets



Volume 23, Sheet 2306
1927

Volume 23, Sheet 2368
1927

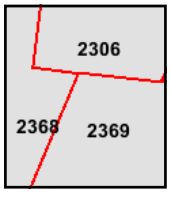
Volume 23, Sheet 2369
1927



Site Name:	Residential Property
Address:	830 South Fairfax Avenue
City, ST, ZIP:	Los Angeles, CA 90036
Client:	Gaston and Associates
EDR Inquiry:	5539509.3
Order Date:	01/22/2019
Certification #	C2C0-421A-818E
Copyright	1969

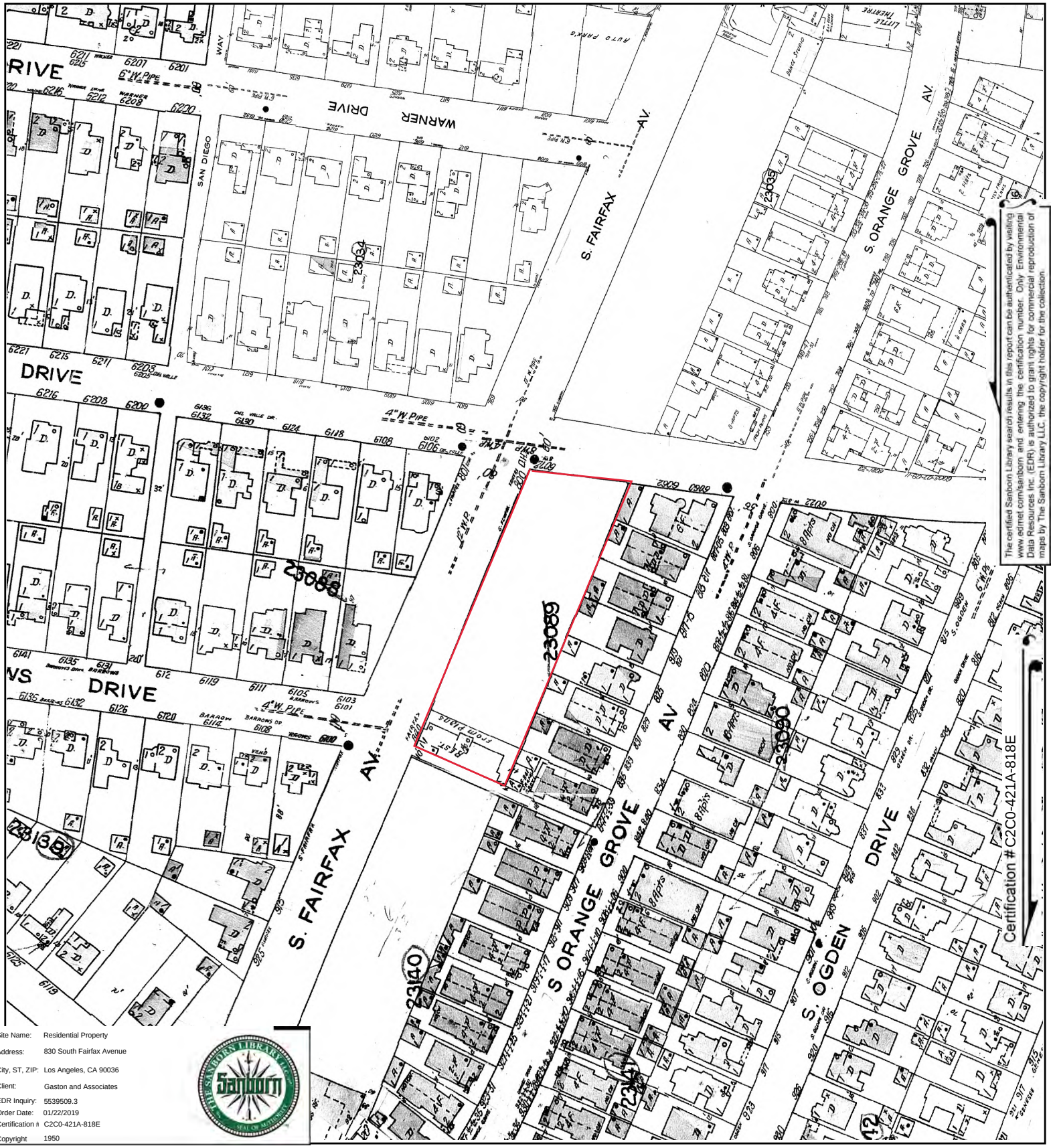
This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600



Volume 23, Sheet 2369
Volume 23, Sheet 2368
Volume 23, Sheet 2306

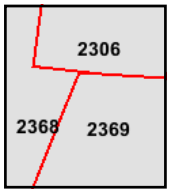
N



Site Name:	Residential Property
Address:	830 South Fairfax Avenue
City, ST, ZIP:	Los Angeles, CA 90036
Client:	Gaston and Associates
EDR Inquiry:	5539509.3
Order Date:	01/22/2019
Certification #:	C2C0-421A-818E
Copyright	1950

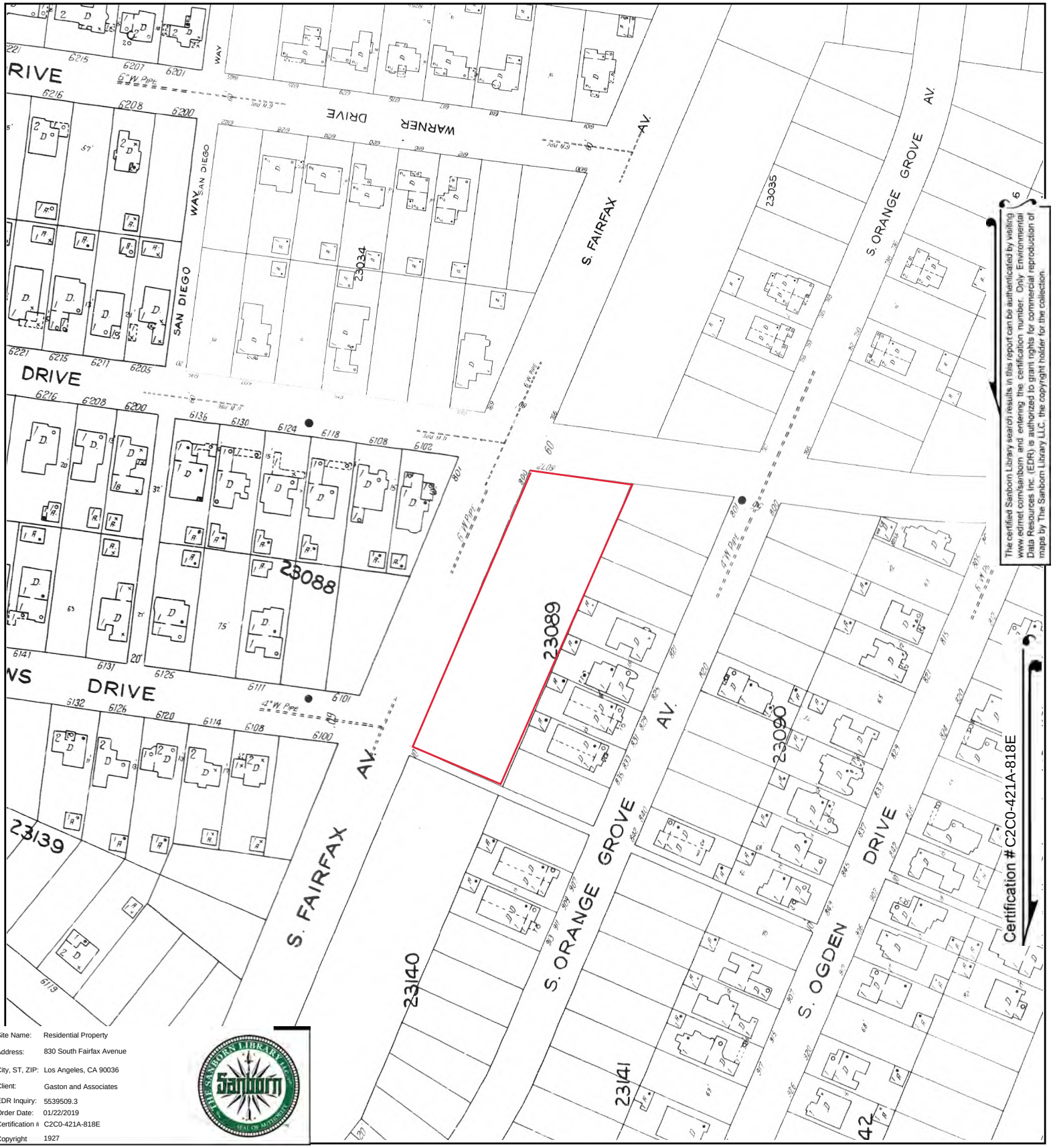
This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600



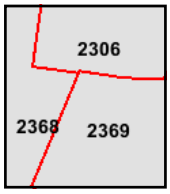
Volume 23, Sheet 2369
Volume 23, Sheet 2368
Volume 23, Sheet 2306

N



Site Name: Residential Property
Address: 830 South Fairfax Avenue
City, ST, ZIP: Los Angeles, CA 90036
Client: Gaston and Associates
EDR Inquiry: 5539509.3
Order Date: 01/22/2019
Certification #: C2C0-421A-818E
Copyright: 1927

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.



Volume 23, Sheet 2369
Volume 23, Sheet 2368
Volume 23, Sheet 2306

0 Feet 150 300 600

N

Residential Property
830 South Fairfax Avenue
Los Angeles, CA 90036

Inquiry Number: 5539509.5
January 22, 2019

The EDR-City Directory Abstract

Environmental Data Resources Inc

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SECTION

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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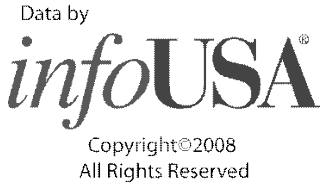


RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2014	EDR Digital Archive	-	X	X	-
	EDR Digital Archive	X	X	X	-
2010	EDR Digital Archive	-	X	X	-
	EDR Digital Archive	X	X	X	-
2006	Haines Co., Inc.	-	X	X	-
	Haines Co., Inc.	X	X	X	-
	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines & Company, Inc.	-	-	-	-
2000	Haines & Company	-	X	X	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
2000	Haines & Company	X	X	X	-
1999	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	X	X	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	X	X	-
1990	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	X	X	-
1981	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone	-	X	X	-
1976	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	X	X	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	-	-	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
1966	Pacific Telephone	-	-	-	-
1965	GTE	-	-	-	-
1964	Pacific Telephone	-	-	-	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	-	-	-
1958	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1957	Pacific Telephone	-	-	-	-
1956	Pacific Telephone	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	X	X	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1947	Pacific Directory Co.	-	-	-	-
1946	Southern California Telephone Co	-	-	-	-
1945	The Glendale Directory Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	-	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	-	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	Los Angeles Directory Company Publishers	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	-	-	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

830 South Fairfax Avenue
Los Angeles, CA 90036

FINDINGS DETAIL

Target Property research detail.

FAIRFAX AVE

830 FAIRFAX AVE

Year	*Uses*	*Source*
1986	BRABOY RALPH E	Pacific Bell

FAIRFAX AVE S

830 FAIRFAX AVE S

Year	*Uses*	*Source*
2000	GOMEZ Ruth	Haines & Company
	MORSE A	Haines & Company
	MORSE R	Haines & Company
	MYERS L L	Haines & Company
1951	Balfour W M Mrs r	Pacific Telephone & Telegraph Co.
	Eckardt Lorraine	Pacific Telephone & Telegraph Co.
	Geller Abe	Pacific Telephone & Telegraph Co.
	Haymovitz Sam	Pacific Telephone & Telegraph Co.
	McCall Louise	Pacific Telephone & Telegraph Co.
	McClean Margaret Dr	Pacific Telephone & Telegraph Co.
	Pearlman Sam R	Pacific Telephone & Telegraph Co.
	S Fairfx Av	Pacific Telephone & Telegraph Co.
	Slavin Angela Mrs	Pacific Telephone & Telegraph Co.
	Slutzky Max	Pacific Telephone & Telegraph Co.
	Stanley Michael r	Pacific Telephone & Telegraph Co.
	Teller Saml E	Pacific Telephone & Telegraph Co.
	Weintraub Eva Mrs r	Pacific Telephone & Telegraph Co.
	Wilk Jos W Mrs	Pacific Telephone & Telegraph Co.

FINDINGS

S Fairfax Ave

830 S Fairfax Ave

Year	Uses	Source
2014	LAURA L LEISTIKO MD INC	EDR Digital Archive
2010	HEEBSTER LLC	EDR Digital Archive
	LAURA L LEISTIKO MD INC	EDR Digital Archive
	SDN TEXTILES LLC	EDR Digital Archive
	VIDEO BY PREBEN	EDR Digital Archive

S FAIRFAX AVE

830 S FAIRFAX AVE

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	CARROiane	Haines Company, Inc.
	CUTINO Jose	Haines Company, Inc.
	MYERSLL	Haines Company, Inc.
	RUIZ Mario	Haines Company, Inc.
	SHI Yifei	Haines Company, Inc.
	SUE Chridstina	Haines Company, Inc.
1990	BELLOLO SIMON ANDRE	Pacific Bell
	BERG PHILIP	Pacific Bell
	DEUTSCH ADOLPH	Pacific Bell
	DRUCKER RENA	Pacific Bell
	DURNFORD T	Pacific Bell
	GROSSBERG ROSLYN	Pacific Bell
	MOONEY RICHARD	Pacific Bell
	MYERS L L	Pacific Bell
1986	ALFARO ALBERT	Pacific Bell
	BERG PHILIP	Pacific Bell
	CADDIS DAVID	Pacific Bell
	DEUTSCH ADOLPH	Pacific Bell
	DRUCKER RENA	Pacific Bell
	MYERS L L	Pacific Bell
	RODRIGUEZ LUCIA	Pacific Bell
	TAGNIPEZ LAUREANO	Pacific Bell
1981	BERG PHILIP	Pacific Telephone
	DARROW S	Pacific Telephone
	DEUTSCH ADOLPH	Pacific Telephone

FINDINGS

Year	Uses	Source
1981	GOTTLIEB HERMAN	Pacific Telephone
	GOTTLIEB L	Pacific Telephone
	HAZEN E	Pacific Telephone
	HOWARD W	Pacific Telephone
	MYERS L L	Pacific Telephone
	ROGERS OLGA	Pacific Telephone
	ZLOTOLOW LEON	Pacific Telephone
1976	Bromberg Tillie	Pacific Telephone
	Cohen Anna Nurick	Pacific Telephone
	Deutsch Adolph	Pacific Telephone
	Gottlieb Herman	Pacific Telephone
	Hazen Eleanor Mrs	Pacific Telephone
	Myers L L	Pacific Telephone
	Nathan Elizabeth	Pacific Telephone
	Paul Irvin	Pacific Telephone
	Rogers Olga	Pacific Telephone
	Rose A	Pacific Telephone
	Schenker Karl	Pacific Telephone
	Silver Henry	Pacific Telephone
	Ziotolow Leon	Pacific Telephone
1971	Blum Leo Mrs	Pacific Telephone
	Bromberg Tillie	Pacific Telephone
	Cohen Anna Nurick	Pacific Telephone
	Danny Eugene	Pacific Telephone
	Danny Rose	Pacific Telephone
	Gottlieb Herman	Pacific Telephone
	Granat R	Pacific Telephone
	Hazen Eleanor Mrs	Pacific Telephone
	Myers L L	Pacific Telephone
	Nathan Elizabeth	Pacific Telephone
	Rogers Olga	Pacific Telephone
	Rose Augusta	Pacific Telephone
	Schenker Karl	Pacific Telephone
	Silver Henry	Pacific Telephone
	Silverman Louis	Pacific Telephone
	Wilk Jos W Mrs	Pacific Telephone
1958	Arkin Janet Anne	Pacific Telephone
	Blum Leo Mrs	Pacific Telephone

FINDINGS

Year	*Uses*	*Source*
1958	Chidester Margaret	Pacific Telephone
	Fisher J	Pacific Telephone
	Greco Pat L	Pacific Telephone
	Hazen Morris	Pacific Telephone
	Horwitz Philip	Pacific Telephone
	Kagan Max	Pacific Telephone
	Mandel Rose R	Pacific Telephone
	Marcus Irving	Pacific Telephone
	Nathan Geo R	Pacific Telephone
	Patterson Pat	Pacific Telephone
	Rubin Sarah	Pacific Telephone
	Silverman Louis	Pacific Telephone
	Silverstein Mike	Pacific Telephone
	Slutzky Max	Pacific Telephone
	Waterman Nathan	Pacific Telephone
	Wilk Jos W Mrs	Pacific Telephone
	Zwserin Lestcr	Pacific Telephone

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

8TH ST W

6060 8TH ST W

Year	Uses	Source
1951	W 8th Larsen Esther M r	Pacific Telephone & Telegraph Co.

6062 8TH ST W

Year	Uses	Source
1951	W 8th Lewin Louis r	Pacific Telephone & Telegraph Co.

BARROWS DR

6100 BARROWS DR

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
	CONWAYJames	Haines Co., Inc.
1981	BASEN BERNARD	Pacific Telephone
1971	Johansen Edwin B	Pacific Telephone
1967	Taney B E	Pacific Telephone
	Johansen Edwin B	Pacific Telephone
1962	Taney B E	Pacific Telephone
	Johansen Edwin B	Pacific Telephone
1958	Taney B E	Pacific Telephone
	Johansen Edwin B	Pacific Telephone
1951	Barrows Dr Taney B E r	Pacific Telephone & Telegraph Co.
	Barrows Dr Johansen Edwin B r	Pacific Telephone & Telegraph Co.
1942	Johansen Mary tchr Pub Sch	Los Angeles Directory Co.
	Johansen Edwin B Mary E mech eng DW & P	Los Angeles Directory Co.
1937	Jobansen Edwin B Mary mech eng Dept Water & Power	Los Angeles Directory Co.

6101 BARROWS DR

Year	Uses	Source
1962	Shields Wm A	Pacific Telephone

FINDINGS

6103 BARROWS DR

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
2000	ADAMS Rachel	Haines & Company
1986	OSTROVE MICHELE & PAUL	Pacific Bell
1971	Vicos Carlos Mr	Pacific Telephone
1962	Blau M J	Pacific Telephone
1958	Blau M J	Pacific Telephone
1951	Barrows Dr Jewell Anna Mrs r	Pacific Telephone & Telegraph Co.
1942	Jewell A C dep Sherrif	Los Angeles Directory Co.
	JEWELL ARTHUR C Anna Under Sheriff L A County	Los Angeles Directory Co.
1937	Gross Edwin C clk	Los Angeles Directory Co.
	Gross Stanley M studiowkr	Los Angeles Directory Co.
	JEWELL ARTHUR C Anna Under Sheriff L A County	Los Angeles Directory Co.
1933	Colesworth Chas T Margt S	Los Angeles Directory Co.
1929	Colesworth Chas F Margt	Los Angeles Directory Co.
	Colesworth Margt E tchr	Los Angeles Directory Co.

Barrows Dr

6105 Barrows Dr

Year	Uses	Source
2014	TAKE TWO RECORDS	EDR Digital Archive
2010	TAKE TWO RECORDS	EDR Digital Archive

BARROWS DR

6105 BARROWS DR

Year	Uses	Source
2006	BEDOIAN Jas	Haines Company, Inc.
	BEDOIAN Jas	Haines Co., Inc.
2000	BEDOIAN Rita	Haines & Company
	BEDOIAN Jas	Haines & Company
1990	BEDOIAN JAS & RITA	Pacific Bell
	MOLL JAS	Pacific Bell
1986	BEDOIAN JAS & RITA	Pacific Bell
	MOLL JAS	Pacific Bell
1981	BEDOIAN JAS & RITA	Pacific Telephone
	MOLL JAS	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	Miller Wm Baker Mrs	Pacific Telephone
1967	Miller Wm Baker Mrs	Pacific Telephone
1962	Miller Wm Baker	Pacific Telephone
1958	Miller Wm Baker	Pacific Telephone
1951	Barrows Dr Miller Wm Baker r	Pacific Telephone & Telegraph Co.
1942	MILLER Wm B Virginia W Miller King & Co	Los Angeles Directory Co.
1937	May Siniede wid C H	Los Angeles Directory Co.
1933	ALBERT Reta maid	Los Angeles Directory Co.
	MAY Ernest H Siniade	Los Angeles Directory Co.

6107 BARROWS DR

Year	Uses	Source
1929	MAGUIRE Wm L Lillian slsmn	Los Angeles Directory Co.

6108 BARROWS DR

Year	Uses	Source
2006	LIPTONJeremy	Haines Co., Inc.
	No Current Listing	Haines Company, Inc.
2000	SHIELDS Wm A	Haines & Company
	VATI Andras	Haines & Company
1990	SHIELDS WM A	Pacific Bell
1986	SHIELDS WM A	Pacific Bell
1981	SHIELDS WM A	Pacific Telephone
1976	Shields Wm A	Pacific Telephone
1971	Shields Wm A	Pacific Telephone
1958	Shields Wm A	Pacific Telephone
	Shields Patty	Pacific Telephone
1951	Barrows Dr Rudolph Maxwell A r	Pacific Telephone & Telegraph Co.
1942	Gullick Ernest M	Los Angeles Directory Co.
	De Moulin Eric E Ruby	Los Angeles Directory Co.
1937	Mc COLLOUGH Edw H Rebecca v pres Amerada Petroleum Corp of Calif	Los Angeles Directory Co.
1933	Mc COLLOUGH Edw H Rebeca	Los Angeles Directory Co.
	Hollinger Betty maid	Los Angeles Directory Co.
1929	Gullick Ernest M Kate	Los Angeles Directory Co.
	De Moulin Eric E Ruby sec Fletcher & Steel	Los Angeles Directory Co.

FINDINGS

6111 BARROWS DR

Year	Uses	Source
2006	SASSON Jimmy	Haines Co., Inc.
	o SASSONJimmy	Haines Company, Inc.
2000	HAVERIM Behrooz	Haines & Company
1981	ZEV ELI D	Pacific Telephone
1976	Zev Eli D	Pacific Telephone
1951	Barrows Dr Weinreich S H Mrs r	Pacific Telephone & Telegraph Co.
1942	Weinreich Frances R Mrs	Los Angeles Directory Co.
1937	Weinreich Betty	Los Angeles Directory Co.
	Weinreich Saml H Frances R slsmn	Los Angeles Directory Co.
1933	WALSH Rose G maid	Los Angeles Directory Co.
1929	h	Los Angeles Directory Co.
	Weinreich Saml H Frances furn	Los Angeles Directory Co.

DEL VALE DR

6109 DEL VALE DR

Year	Uses	Source
1981	PHILLIPS BRUCE	Pacific Telephone

Del Valle Dr

6101 Del Valle Dr

Year	Uses	Source
2014	FUSEBOXWEST LLC	EDR Digital Archive
2010	FUSEBOXLA LLC	EDR Digital Archive

DEL VALLE DR

6101 DEL VALLE DR

Year	Uses	Source
2006	FRIEMAN Frances	Haines Company, Inc.
	SEGAL Mark	Haines Company, Inc.
	FRIEMAN Frances	Haines Co., Inc.
	SEGAL Mark	Haines Co., Inc.
2000	FRIEDMAN Sam	Haines & Company
	SEGAL Mark	Haines & Company
	WAVEFRONT TECHNOLOGIES	Haines & Company
1990	FRIEDMAN SAM	Pacific Bell
1986	FRIEDMAN SAM	Pacific Bell

FINDINGS

Year	Uses	Source
1981	PODELL D	Pacific Telephone
	FRIEDMAN SAM	Pacific Telephone
1976	Zapara Shelley	Pacific Telephone
	Friedman Sam	Pacific Telephone
1967	Friedman Sam	Pacific Telephone
1962	Friedman Sam	Pacific Telephone
1958	Freeman Bernice	Pacific Telephone
1951	Del Valle Dr Simon Nathan A	Pacific Telephone & Telegraph Co.
1942	Epsteen Irving D Sarah exec Fox West Coast Theatres Corp	Los Angeles Directory Co.
1937	ROE Archie J Myrtle	Los Angeles Directory Co.
1933	RICE Virginia A curator L A Museum	Los Angeles Directory Co.
	RICE May I wid O A	Los Angeles Directory Co.
1929	RICE Virginia A asst L A Junior Museum r	Los Angeles Directory Co.
	RICE Osca A May Beeman Realty Co h	Los Angeles Directory Co.

6105 DEL VALLE DR

Year	Uses	Source
2006	HAKMANMieczyalav	Haines Co., Inc.
	a HAKMAN Mieczysiav	Haines Company, Inc.
2000	HAKMAN Mieczyslav	Haines & Company
1981	DULLMAN ALVIN H	Pacific Telephone
1976	Dullman Alvin H	Pacific Telephone
1962	Starkey Jas D	Pacific Telephone
1958	Starkey Jas D	Pacific Telephone
1951	Del Valle Dr Starkey Jas D r	Pacific Telephone & Telegraph Co.
1942	Starkey Jas D	Los Angeles Directory Co.
1937	Starkey Jas E Alice	Los Angeles Directory Co.
1933	Starkey Jas D Alice M	Los Angeles Directory Co.
1929	HAZEL Etta wid E J	Los Angeles Directory Co.

6106 DEL VALLE DR

Year	Uses	Source
2000	ADAMS Rachel	Haines & Company
1986	D ALESSIO JOS	Pacific Bell
1967	Vogley Elizabeth Mrs	Pacific Telephone
1942	MOORE Ida M	Los Angeles Directory Co.
	BERNARD Barry	Los Angeles Directory Co.
	WHITE Lucretia W	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	DAVIS Jos C jr cook	Los Angeles Directory Co.
	WHITE Lucretia W weaver	Los Angeles Directory Co.
	MOORE Ida M tchr	Los Angeles Directory Co.
	LEONARD Daisy M lunch	Los Angeles Directory Co.
1929	MOORE Alice M artist	Los Angeles Directory Co.
	MOORE Ida M tchr	Los Angeles Directory Co.
	WHITE Lucretia W artist h	Los Angeles Directory Co.

Del Valle Dr

6108 Del Valle Dr

Year	Uses	Source
2014	ACOAXET PRODUCTION INC	EDR Digital Archive
2010	GREAT CORPORATION OF TYLER	EDR Digital Archive
	ACOAXET PRODUCTION INC	EDR Digital Archive

DEL VALLE DR

6108 DEL VALLE DR

Year	Uses	Source
2006	o NAKANECris 9na	Haines Company, Inc.
	a NAKANECridstina	Haines Co., Inc.
2000	THOMPSON James	Haines & Company
1986	SAID OLIVER	Pacific Bell
1981	COJAN FRED & ASSOCIATES	Pacific Telephone
1976	Cojan Fred M	Pacific Telephone
1967	Cojan Fred M	Pacific Telephone
1962	Cojan Fred M	Pacific Telephone
	Cojan Ilene L	Pacific Telephone
1958	Cojan Fred M	Pacific Telephone
	Cojan Ilene L	Pacific Telephone
1951	Del Valle Dr Cojan Fred M r	Pacific Telephone & Telegraph Co.
1942	Abrahams Robt G	Los Angeles Directory Co.
	Abrahams Saml Laura B Abrahams & Lichtenstein	Los Angeles Directory Co.
	Abrahams Sol Laura	Los Angeles Directory Co.
	Bandler Maurice	Los Angeles Directory Co.
1937	Abrahams Robt E writer	Los Angeles Directory Co.
	Abrahams Sol Maura P Abrahams & Lichtenstein	Los Angeles Directory Co.

Year	Uses	Source
1937	Gabries Robt L Writer	Los Angeles Directory Co.
1929	BARNES Raymond J Marie real est	Los Angeles Directory Co.

Del Valle Dr

6109 Del Valle Dr

Year	Uses	Source
2014	FREDLIPS LLC	EDR Digital Archive
2010	BRUCE A PHILLIPS PHD	EDR Digital Archive
	AWMTHI LIMITED PARTNERSHIP	EDR Digital Archive
	JAMN 4 LIMITED PARTNERSHIP	EDR Digital Archive
	FREDLIPS LLC	EDR Digital Archive

DEL VALLE DR

6109 DEL VALLE DR

Year	Uses	Source
2006	FREDERICKT	Haines Company, Inc.
	PHILLIPS Bruce	Haines Company, Inc.
	PHILLIPS Bruce	Haines Company, Inc.
	PHILLIPS Bruce	Haines Co., Inc.
	PHILLIPS Bruce	Haines Co., Inc.
	PHILLIPS Brce Phd	Haines Co., Inc.
	o PHILLIPS Bruce Phd	Haines Company, Inc.
	FREDERICKT	Haines Co., Inc.
2000	FREDERICK T	Haines & Company
	PHILLIPS Bruce	Haines & Company
	PHILLIPS Bruce	Haines & Company
	PHILLIPS BRUCE PHD	Haines & Company
1990	FREDERICK T	Pacific Bell
	PHILLIPS BRUCE	Pacific Bell
	PHILLIPS BRUCE	Pacific Bell
1986	FREDERICK T	Pacific Bell
	PHILLIPS BRUCE	Pacific Bell
	PHILLIPS BRUCE	Pacific Bell
1981	FREDERICK T	Pacific Telephone
1976	Cho Stephen Youngjik	Pacific Telephone
1958	Rasmussen Phyllis B	Pacific Telephone
1951	Del Valle Dr Schwartz Jos r	Pacific Telephone & Telegraph Co.

FINDINGS

Year	Uses	Source
1942	FRYE W wid L J	Los Angeles Directory Co.
1937	Agor Lillie E wid Chas	Los Angeles Directory Co.
	Hagenbnch Mae Mrs	Los Angeles Directory Co.
1933	Agor Lilla E wid Chas	Los Angeles Directory Co.
	MADDOX Jane Mrs	Los Angeles Directory Co.
	MADDOX Jane Mrs	Los Angeles Directory Co.
1929	Agor Lilla wid Chas	Los Angeles Directory Co.

Del Valle Dr

6115 Del Valle Dr

Year	Uses	Source
2014	VELVET ROPE BAKE SHOP LLC	EDR Digital Archive
	92 DEGREES LLC	EDR Digital Archive
2010	92 DEGREES LLC	EDR Digital Archive

DEL VALLE DR

6115 DEL VALLE DR

Year	Uses	Source
2006	COLLINSH	Haines Co., Inc.
	COLLINSH	Haines Company, Inc.
2000	SEIFER Helene	Haines & Company
	GROSSMAN Gary H	Haines & Company
	GROSSMAN Gary H	Haines & Company
1990	GROSSMAN GARY H	Pacific Bell
	SEIFER HELENE	Pacific Bell
1986	GROSSMAN GARY H	Pacific Bell
	SEIFER HELENE	Pacific Bell
1976	Loshin David	Pacific Telephone
1967	Huse Emery	Pacific Telephone
1962	Huse Emery	Pacific Telephone
1958	Huse Emery	Pacific Telephone
1951	Del Valle Dr Huse Emery r	Pacific Telephone & Telegraph Co.
1942	Huse Betty J	Los Angeles Directory Co.
	Huse Emery Alice br mgr Eastman Kodak Co	Los Angeles Directory Co.
	Pahuwytewa Nellie maid	Los Angeles Directory Co.
1937	Payuwyewa Nellie maid	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	Huse Emery Alice dept mgr Eastman Kodak Co	Los Angeles Directory Co.
1933	Huse Emery Alice dept mgr Eastman Kodak C	Los Angeles Directory Co.
	MC CABE Helen maid	Los Angeles Directory Co.
1929	SNYDER Chas H Mabel bldg contr h	Los Angeles Directory Co.
	SNYDER Mabel C tchr City Sch r	Los Angeles Directory Co.

6118 DEL VALLE DR

Year	Uses	Source
2006	BACHARRavit	Haines Company, Inc.
	a BACHAR Rav lt	Haines Co., Inc.
2000	SWEENEY Martin L	Haines & Company
	GOLDSTONE Deena A	Haines & Company
1990	SWEENEY MARTIN L	Pacific Bell
	GOLDSTONE DEENA A	Pacific Bell
1986	NERENBERG WM & SUSAN	Pacific Bell
1981	DELINE D	Pacific Telephone
	TANSEY MICHAEL	Pacific Telephone
1976	Tansey R	Pacific Telephone
1967	Tansey Louis	Pacific Telephone
1962	Tansey Louis	Pacific Telephone
	Tansey Michael L	Pacific Telephone
1958	Tansey Louis	Pacific Telephone
	Tansey Michael L	Pacific Telephone
1951	Del Valle Dr Tansey Louis r	Pacific Telephone & Telegraph Co.
1937	Berkoff Betty Mrs	Los Angeles Directory Co.
1933	PETRY Bertha Mrs maid	Los Angeles Directory Co.
	ROGERS H Lincoln Charlotte A	Los Angeles Directory Co.
1929	CHAPMAN R B Hay mgr Johnson & Higgins of Cal	Los Angeles Directory Co.

6119 DEL VALLE DR

Year	Uses	Source
1976	Posner Nat	Pacific Telephone
1967	Posner Nat	Pacific Telephone
1962	Posner Nat	Pacific Telephone
1958	Posner Nat	Pacific Telephone
1951	Del Valle Dr Cameron Herbert r	Pacific Telephone & Telegraph Co.
1942	CAMERON Herbt C Barbara atty SRC	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	CAMERON Herbt Barbara atty State Railroad Com	Los Angeles Directory Co.
1929	Ott G Lawrence Marie archt Allied Architects Assn of L A	Los Angeles Directory Co.

6124 DEL VALLE DR

Year	Uses	Source
1990	SAVINAR HAROLD	Pacific Bell
1986	SAVINAR HAROLD	Pacific Bell
	KELLER GLORIA	Pacific Bell
1981	SAVINAR HAROLD	Pacific Telephone
	KELLER GLORIA	Pacific Telephone
1958	Pearlman Harry	Pacific Telephone
1951	Del Valle Dr Pearlman Harry r	Pacific Telephone & Telegraph Co.
1942	Ives Wm C Jessie W	Los Angeles Directory Co.
	Whinery Hugh M	Los Angeles Directory Co.
1937	Ives Wm C Jessie	Los Angeles Directory Co.
	Whinery Hugh M actor	Los Angeles Directory Co.
1929	LOW Margt M H clk	Los Angeles Directory Co.
	STINCHFIELD HERBERT C DR Chief Surgeon Southern California Edison Company h	Los Angeles Directory Co.

6127 DEL VALLE DR

Year	Uses	Source
2006	SCHEYPeler	Haines Co., Inc.
	SCHEYPeter	Haines Company, Inc.
2000	SCHEY Peter	Haines & Company
1981	ARCHIBALD DOTTIE	Pacific Telephone
	ARCHIBALD THOS	Pacific Telephone
	GUNN TOM	Pacific Telephone
1976	Betesh Al	Pacific Telephone
1967	Franklin Ernest	Pacific Telephone
1962	Franklin Ernest	Pacific Telephone
1958	Franklin Ernest	Pacific Telephone
1951	Del Valle Dr Bernstein Meyer	Pacific Telephone & Telegraph Co.
1942	HOUSMAN Arth B Hattie studiowkr	Los Angeles Directory Co.
1937	Knight Ada F wid R G	Los Angeles Directory Co.
	Mc Call Geo reporter Daily Variety	Los Angeles Directory Co.
1933	Knight Ada F Mrs	Los Angeles Directory Co.
	Mc Call Geo L Irene M	Los Angeles Directory Co.

FINDINGS

6129 DEL VALLE DR

Year	Uses	Source
1937	Fosnight Maret sten	Los Angeles Directory Co.

Del Valle Dr

6130 Del Valle Dr

Year	Uses	Source
2014	ALAN MARINO PRODUCTIONS INC	EDR Digital Archive
2010	ALAN MARINO PRODUCTIONS INC	EDR Digital Archive

DEL VALLE DR

6130 DEL VALLE DR

Year	Uses	Source
2006	a MARINO Alan	Haines Co., Inc.
	o MARINOAlan	Haines Company, Inc.
2000	MARINO Alan	Haines & Company
1990	GROSS LAURIE	Pacific Bell
	GROSS-SCHAEFER ARTHUR RABBI & LAURIE	Pacific Bell
1986	GROSS SCHAEFER ARTHUR & LAURIE RABBI	Pacific Bell
	GROSS LAURIE	Pacific Bell
1976	Markowitz Alex	Pacific Telephone
1967	Markowitz Alex	Pacific Telephone
1962	Markowitz Alex	Pacific Telephone
1958	Markowitz Alex	Pacific Telephone
1951	Del Valle Dr Markowitz Alex r	Pacific Telephone & Telegraph Co.
1942	BRADLEY Marian maid	Los Angeles Directory Co.
	Mc Caughey Hugh L Jessie	Los Angeles Directory Co.
1937	Mc Caughey Hugh L Jessie	Los Angeles Directory Co.
	Mc LEOD Carrie	Los Angeles Directory Co.
1933	Mc Caughey Hugh L Jessie	Los Angeles Directory Co.
	DOAK Emma Mrs	Los Angeles Directory Co.
1929	r	Los Angeles Directory Co.
	WRIGHT Donald C Marguerite mfrs agt	Los Angeles Directory Co.

6131 DEL VALLE DR

Year	Uses	Source
2006	DAHAN Marcelle	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	DAHAN Marcelle	Haines Co., Inc.
2000	DAHAN Marcelle	Haines & Company
1990	KLIGER EZRA	Pacific Bell
1986	KLIGER EZRA	Pacific Bell
1981	KLIGER EZRA	Pacific Telephone
1958	Figart G Nelson	Pacific Telephone
1951	Del Valle Dr Figart G Nelson r	Pacific Telephone & Telegraph Co.
1942	Urbach Arnold mlnry gds	Los Angeles Directory Co.
1937	Urbach Sybil bkpr Solomon Urbach	Los Angeles Directory Co.
	Urbach Solomon millinery supp	Los Angeles Directory Co.
	Uerbach Sybil sten	Los Angeles Directory Co.
	Uerbach Solmon Helen mlnr	Los Angeles Directory Co.
	Uerbach Ruth sten	Los Angeles Directory Co.
	Uerbach Arnold	Los Angeles Directory Co.
1933	STEPHENSON Etta Mrs maid	Los Angeles Directory Co.
	Lubetkin Milton D Helen F	Los Angeles Directory Co.
1929	Urbach Sybil G music tchr r	Los Angeles Directory Co.
	h	Los Angeles Directory Co.
	Urbach Sol Helen mfrs agt	Los Angeles Directory Co.
	Urbach Ruth sten r	Los Angeles Directory Co.
	r	Los Angeles Directory Co.
	Urbach Bert F whol millmery	Los Angeles Directory Co.
	Urbach Arnold I mgr B F Urbach r	Los Angeles Directory Co.

6132 DEL VALLE DR

Year	Uses	Source
2006	INGBERMaggle	Haines Co., Inc.
	No Current Listing	Haines Company, Inc.
2000	INGBER Lloyd	Haines & Company
1986	FELDMAN RICK	Pacific Bell
	HOROWITZ SUSAN	Pacific Bell
1981	TENNYSON DIANE VAN D	Pacific Telephone
	BELL DOROTHY HEWES	Pacific Telephone
1976	Goldenberg Myron	Pacific Telephone
1951	Del Valle Dr Wecker Karl r	Pacific Telephone & Telegraph Co.
1942	Van Loon Etta wid Thos	Los Angeles Directory Co.
1937	Van Loon Etta Wid T H	Los Angeles Directory Co.
	DUNNE Mary Mrs	Los Angeles Directory Co.
1933	Van Loon Thos H	Los Angeles Directory Co.

FINDINGS

6181 DEL VALLE DR

Year	Uses	Source
1942	URBACH Sol Helon mlnry suprs	Los Angeles Directory Co.

FAIRFAX AVE S

800 FAIRFAX AVE S

Year	Uses	Source
1951	Tonkin Louis	Pacific Telephone & Telegraph Co.
	Baron Nona A	Pacific Telephone & Telegraph Co.
	Schnitzer Chas r	Pacific Telephone & Telegraph Co.
	Fisher J	Pacific Telephone & Telegraph Co.
	Goldberg Tena	Pacific Telephone & Telegraph Co.
	Selwyn Viola B	Pacific Telephone & Telegraph Co.
	Selwyn Wm E	Pacific Telephone & Telegraph Co.
	S Fairfx Av	Pacific Telephone & Telegraph Co.
	Teasdale Mabel	Pacific Telephone & Telegraph Co.
	Swedlove Freda Ida	Pacific Telephone & Telegraph Co.
	Arnold Sally	Pacific Telephone & Telegraph Co.
	Shea Rose K	Pacific Telephone & Telegraph Co.
	Rosenblatt M L r	Pacific Telephone & Telegraph Co.
	Epstein Morris	Pacific Telephone & Telegraph Co.
	Hazen Morris	Pacific Telephone & Telegraph Co.
	Baron Gladys N	Pacific Telephone & Telegraph Co.
	Cooper Sophie Mrs	Pacific Telephone & Telegraph Co.

840 FAIRFAX AVE S

Year	Uses	Source
2000	TOM BERGINS	Haines & Company
	MAKHANI John	Haines & Company
	BERGINS TOM	Haines & Company
1951	S Fairfx Horseshoe Tavern	Pacific Telephone & Telegraph Co.
	S Fairfx Bergin Tom Horseshoe Tavern	Pacific Telephone & Telegraph Co.

900 FAIRFAX AVE S

Year	Uses	Source
2000	APARTMENTS KIM Chan Ki	Haines & Company
	LEGREANDE M	Haines & Company
	TREVINO John A	Haines & Company
	SMITH J	Haines & Company

Year	Uses	Source
2000	TAHBAZ John	Haines & Company
	PATYK Jimmmy	Haines & Company

ORANGE GROVE AVE

801 ORANGE GROVE AVE

Year	Uses	Source
2000	STERMAN Anne	Haines & Company

803 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

806 ORANGE GROVE AVE

Year	Uses	Source
2000	CORDERO Bill O	Haines & Company
	CHENNAULT Scott	Haines & Company

811 ORANGE GROVE AVE

Year	Uses	Source
2000	DEMCHESEN John	Haines & Company

812 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

813 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

814 ORANGE GROVE AVE

Year	Uses	Source
2000	HOCHMAN Kevin D	Haines & Company

815 ORANGE GROVE AVE

Year	Uses	Source
2000	OWENS Harold	Haines & Company
	BRAUNSTEIN Bill	Haines & Company

817 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

FINDINGS

818 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

819 ORANGE GROVE AVE

Year	Uses	Source
2000	SACKS David	Haines & Company
1981	WHALES G	Pacific Telephone

820 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

823 ORANGE GROVE AVE

Year	Uses	Source
2000	RODGERS Roman 8 J	Haines & Company

824 ORANGE GROVE AVE

Year	Uses	Source
2000	JAFFER	Haines & Company
	KAMALI Kayvan	Haines & Company

825 ORANGE GROVE AVE

Year	Uses	Source
2000	CRYSTAL Dorothy	Haines & Company

829 ORANGE GROVE AVE

Year	Uses	Source
2000	LAGAC Gil	Haines & Company

830 ORANGE GROVE AVE

Year	Uses	Source
2000	MATAMOROS Angel S	Haines & Company
	STRAUSS David	Haines & Company

833 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

834 ORANGE GROVE AVE

Year	Uses	Source
2000	COHEN Nicole J	Haines & Company

FINDINGS

Year	Uses	Source
2000	MERKLE Lisa D	Haines & Company
	SPIEGELMAN Matthew	Haines & Company

835 ORANGE GROVE AVE

Year	Uses	Source
2000	XXXX	Haines & Company

839 ORANGE GROVE AVE

Year	Uses	Source
2000	JOSEPH Elias	Haines & Company

840 ORANGE GROVE AVE

Year	Uses	Source
2000	BROWN Martin	Haines & Company

841 ORANGE GROVE AVE

Year	Uses	Source
2000	JOSEPH Elias	Haines & Company
	JOSEPH Elias	Haines & Company

852 ORANGE GROVE AVE

Year	Uses	Source
1981	RABBITO BARBARA	Pacific Telephone

ORANGE GROVE AVE S

790 ORANGE GROVE AVE S

Year	Uses	Source
1942	Neff Wallace	Los Angeles Directory Co.

815 ORANGE GROVE AVE S

Year	Uses	Source
1942	Durst E MR	Los Angeles Directory Co.
1937	Durst B M	Los Angeles Directory Co.

818 ORANGE GROVE AVE S

Year	Uses	Source
1942	Madrano Ramon	Los Angeles Directory Co.
	Parker E F	Los Angeles Directory Co.
1937	Parker E F o	Los Angeles Directory Co.

FINDINGS

840 ORANGE GROVE AVE S

Year	Uses	Source
1942	Ledeen Hyman	Los Angeles Directory Co.
1937	Vacant	Los Angeles Directory Co.

841 ORANGE GROVE AVE S

Year	Uses	Source
1942	Hook Daisy L	Los Angeles Directory Co.
1937	Vacant	Los Angeles Directory Co.

870 ORANGE GROVE AVE S

Year	Uses	Source
1942	Vacant	Los Angeles Directory Co.

890 ORANGE GROVE AVE S

Year	Uses	Source
1942	Ball IDC	Los Angeles Directory Co.
1937	Ball D C o	Los Angeles Directory Co.

891 ORANGE GROVE AVE S

Year	Uses	Source
1942	Matthews C B	Los Angeles Directory Co.
	Warner T W	Los Angeles Directory Co.
1937	Blay W W	Los Angeles Directory Co.
	Warner T W o	Los Angeles Directory Co.
	Reeves J J	Los Angeles Directory Co.

S Fairfax Ave

800 S Fairfax Ave

Year	Uses	Source
2014	MOUNTAIN PLOVER LLC	EDR Digital Archive
2010	MILLS ENTERPRISE	EDR Digital Archive

840 S Fairfax Ave

Year	Uses	Source
2014	BERGINS TAVERN	EDR Digital Archive
2010	BERGINS TAVERN	EDR Digital Archive
	TK&MK LLC	EDR Digital Archive

FINDINGS

S FAIRFAX AVE

840 S FAIRFAX AVE

Year	*Uses*	*Source*
2006	BERGINSTOM	Haines Company, Inc.
	BERGINS TOM	Haines Company, Inc.
	TOM BERGINS	Haines Company, Inc.
1991	BERGINSTOM	Pacific Bell
	TOM BERGINS	Pacific Bell
	TOM BERGIN S	Pacific Bell
	BERGIN STOM	Pacific Bell
1990	BERGIN S TOM RESTRNT	Pacific Bell
	TOM BERGIN S	Pacific Bell
1986	BERGIN S TOM	Pacific Bell
	TOM BERGIN S	Pacific Bell
1985	TOM BERGIN S	Pacific Bell
	BERGEI S TOM	Pacific Bell
1981	BERGIN S TOM	Pacific Telephone
	TOM BERGIN S	Pacific Telephone
1980	BERGINS TOM	Pacific Telephone
	Tom Bergins	Pacific Telephone
1976	Tom Bergins	Pacific Telephone
	Visual Dynamics	Pacific Telephone
	Bergins Tom	Pacific Telephone
1975	BERGIN S TOM	Pacific Telephone
1971	Bergin Tom Horseshoe Tavern	Pacific Telephone
	Horseshoe Tavern	Pacific Telephone
1958	Bergin Tom Horseshoe Tavern	Pacific Telephone
	Horseshoe Tavern	Pacific Telephone

S ORANGE GROVE AVE

800 S ORANGE GROVE AVE

Year	*Uses*	*Source*
1976	American Bureau For Medical Aid To Free China	Pacific Telephone
	ABMAC American Bureau For Medical Aid To Free China	Pacific Telephone
1971	American Bureau For Medical Aid To Free China	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	ABMAC American Bureau For Medical Aid To Free China	Pacific Telephone
1967	Mayer Paul	Pacific Telephone
1962	Rogers Robt G	Pacific Telephone

801 S ORANGE GROVE AVE

Year	Uses	Source
1981	POWER GWEN	Pacific Telephone
1976	Jakubowicz Harry	Pacific Telephone
1971	Jaksbowicz Harry	Pacific Telephone
1962	Slatkin Isadore T	Pacific Telephone
1958	Slatkin Isadore T	Pacific Telephone
1942	Pipkin C	Los Angeles Directory Co.
1937	Newhart Margt S wid A R	Los Angeles Directory Co.
	Troth Henry M slsmn	Los Angeles Directory Co.
1933	Staub Clement M Nan real est	Los Angeles Directory Co.

803 S ORANGE GROVE AVE

Year	Uses	Source
1995	HANSON GARY J	Pacific Bell
1942	De Fries Florence H Mrs	Los Angeles Directory Co.
	De Fries Florence J bkpr Superior Optical Co	Los Angeles Directory Co.
1937	Glen Richld W Violet	Los Angeles Directory Co.
1933	Blackwell Betty Mrs	Los Angeles Directory Co.

805 S ORANGE GROVE AVE

Year	Uses	Source
1962	Hartman Madeline	Pacific Telephone
	Hartman Raymond John	Pacific Telephone
1942	MORGAN E A Mrs	Los Angeles Directory Co.
	Staub Clement M slsmn C CO Tatum	Los Angeles Directory Co.
1937	Staub Clement M Nancy slsmn C C C Tatum	Los Angeles Directory Co.
1933	JOHNSON Chester A Charlotte H real est	Los Angeles Directory Co.

806 S ORANGE GROVE AVE

Year	Uses	Source
2006	o COROERO Bill	Haines Company, Inc.
1990	GITIS E	Pacific Bell
	WOLOWSKI HILDA	Pacific Bell

FINDINGS

Year	Uses	Source
1986	GITIS E	Pacific Bell
	SOLOOKO NAUM	Pacific Bell
	WOLOWSKI JACK	Pacific Bell
1981	MIRKIN I	Pacific Telephone
	TRAISTER CLARA	Pacific Telephone
	WOLOWSKI JACK	Pacific Telephone
1976	Mirkin I	Pacific Telephone
	Sperling Jos	Pacific Telephone
	Traister Clara	Pacific Telephone
	Wolowski Jack	Pacific Telephone
1971	Bird John	Pacific Telephone
	Mirkin I	Pacific Telephone
	Shaner Pauline	Pacific Telephone
	Sperling Jos	Pacific Telephone
	Wolowski Jack	Pacific Telephone
1967	Bird John	Pacific Telephone
	Gray Al	Pacific Telephone
	Klapper Shirley	Pacific Telephone
	Mirkin I	Pacific Telephone
	Shaner Pauline	Pacific Telephone
	Wolowski Jack	Pacific Telephone
1962	Bird John	Pacific Telephone
	Etingoff Herman	Pacific Telephone
	Klapper Shirley	Pacific Telephone
	Mirkin I	Pacific Telephone
	Pius Aida	Pacific Telephone
	Wolowski Jack	Pacific Telephone
1942	Deverich Harry B Nan R	Los Angeles Directory Co.
	Deverich Lucille H	Los Angeles Directory Co.
1937	Phipps Clifford G clk	Los Angeles Directory Co.
1933	Junge Wm G Veata lawyer	Los Angeles Directory Co.
1929	HITCHCOCK Herbt D Marie Cal Corp Service	Los Angeles Directory Co.

807 S ORANGE GROVE AVE

Year	Uses	Source
1962	Lennen B B Dr	Pacific Telephone
1942	Tabke Emily M wid H L	Los Angeles Directory Co.
1937	Schiller Joe R Brinab real est	Los Angeles Directory Co.

Year	Uses	Source
1933	HERBERT Thos P escrow officer Mortgage Guar Co	Los Angeles Directory Co.
	HERBERT Monette I slswn	Los Angeles Directory Co.
	STEELE Monette I slsmn	Los Angeles Directory Co.

808 S ORANGE GROVE AVE

Year	Uses	Source
1962	Somers Wm A	Pacific Telephone

809 S ORANGE GROVE AVE

Year	Uses	Source
1950	DAVIS CHAS W	Pacific Telephone

811 S ORANGE GROVE AVE

Year	Uses	Source
2006	o DEMCHESENJohn	Haines Company, Inc.
1976	Kessel Barbara	Pacific Telephone
1971	Pettit M C	Pacific Telephone
1967	Pettit M C	Pacific Telephone
	Sheridan E A	Pacific Telephone
1962	Pettit Mary C	Pacific Telephone
	Sheridan Elizabeth A	Pacific Telephone
1942	Fransaon Fritz K Ellen carp	Los Angeles Directory Co.
1937	RICHARDSON King artist L A Down Town Shopping News Corp	Los Angeles Directory Co.

812 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1990	STONE M C	Pacific Bell
1986	STONE M C	Pacific Bell
1981	STONE M C	Pacific Telephone
1976	Mirkin Morris L	Pacific Telephone
	Stone M C	Pacific Telephone
1971	Silver Belle A	Pacific Telephone
	Stone M C	Pacific Telephone
1967	Silver Belle M	Pacific Telephone
1962	Green Max E	Pacific Telephone
1942	BRODY Philip Rebecca	Los Angeles Directory Co.
	BURGER John R pkr	Los Angeles Directory Co.
	BURGER R H	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	COHN Leo	Los Angeles Directory Co.
	GERARD Florence B wid Maurice G	Los Angeles Directory Co.
1933	Small Edith clk	Los Angeles Directory Co.
	SMALL Philip Edith slsmn	Los Angeles Directory Co.
	CERF Max A Della	Los Angeles Directory Co.
	MITCHELL Susie K wid J H	Los Angeles Directory Co.
	ROSS Geo	Los Angeles Directory Co.

813 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1981	PICKRELL GREGORY	Pacific Telephone
1971	Kircher Ralph F	Pacific Telephone
1967	Leishin Michael	Pacific Telephone
	Office Necessities Co	Pacific Telephone
1962	Nelson M	Pacific Telephone
1942	WILSON Fred M Dorothy dept mgr HMI Co	Los Angeles Directory Co.
1933	BROWN Eleanor clk City Dept of Pensions	Los Angeles Directory Co.
	BROWN Robt H Ella M	Los Angeles Directory Co.

814 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1976	Chrust Jack	Pacific Telephone
	Dirnfield Sidney	Pacific Telephone
1971	Chrust Jack	Pacific Telephone
	Dirnfield Sidney	Pacific Telephone
1967	Chrust Jack	Pacific Telephone
	Dirnfield Sidney	Pacific Telephone
1962	Chrust Jack	Pacific Telephone
	Schuster Arthur	Pacific Telephone
1942	CANTER Saml I Frances	Los Angeles Directory Co.
1937	CANTER Jack B slsmn Goldinger Silk Co	Los Angeles Directory Co.
	CANTER Saml Frances barber	Los Angeles Directory Co.
	Epstein Leo D Ruth lawyer	Los Angeles Directory Co.
1933	ROSE Jack clo clnr	Los Angeles Directory Co.
	ROSE Rachael Mrs sten	Los Angeles Directory Co.
	ROSE Sara clk	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1933	Trinz Aaron Rose	Los Angeles Directory Co.
	Trinz Wm clk	Los Angeles Directory Co.
	ROSE Dorothy	Los Angeles Directory Co.

815 S ORANGE GROVE AVE

Year	Uses	Source
2006	OWENS Harold	Haines Company, Inc.
	BRAUNSTEIN Bill	Haines Company, Inc.
1990	BRAUNSTEIN BILL	Pacific Bell
1986	PERSHING STEPHEN & ELAINE	Pacific Bell
1976	Mittleman Hyman	Pacific Telephone
1962	Singer Ida	Pacific Telephone
1958	Singer Sam	Pacific Telephone
1942	LAEMMLE Sigmund Alice	Los Angeles Directory Co.
1937	Johnston Fred E Florence mgr Bruhnke & Silver	Los Angeles Directory Co.

816 S ORANGE GROVE AVE

Year	Uses	Source
2006	J VEVERKAPeter	Haines Company, Inc.
1981	CASTRO RICHARD E	Pacific Telephone
1976	Castro Richard E	Pacific Telephone
	Dvoren Ken	Pacific Telephone
1971	castero Richard E	Pacific Telephone
	Castorino Frank L	Pacific Telephone
1962	Fineman Sarah	Pacific Telephone
	Kadhum Fadhil A	Pacific Telephone
	Zaenglein Wm G	Pacific Telephone
1942	MILLER Abr B liquors	Los Angeles Directory Co.
	MILLER H B Mrs	Los Angeles Directory Co.
	Rosenes Wm	Los Angeles Directory Co.
	STONE Walter B	Los Angeles Directory Co.
1937	WEISS Jack M Rose mgr Atlas Wall Paper Mills Inc	Los Angeles Directory Co.

817 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1990	LESSER ROBERT	Pacific Bell
1971	Oliver Kent F	Pacific Telephone

FINDINGS

Year	Uses	Source
1967	Bers Leo	Pacific Telephone
1962	Bers Leo	Pacific Telephone
1958	Hartman Louis Mrs	Pacific Telephone
1937	Maxfield Edith T Mrs	Los Angeles Directory Co.
1933	Laventhal Arth J clk UB & TCo	Los Angeles Directory Co.
	Laventhal Edna V wid I E	Los Angeles Directory Co.
	Lavon Harold Dorothy br mgr Gittleson Bros	Los Angeles Directory Co.
1929	Rosefield John O Rae slsmn h	Los Angeles Directory Co.

818 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1990	SHUB ISIDORE	Pacific Bell
1986	SHUB ISIDORE	Pacific Bell
1981	SHUB ISIDORE	Pacific Telephone
1976	Shub Isidore	Pacific Telephone
1971	Joseph Isaac F	Pacific Telephone
	Shub Isidore	Pacific Telephone
	Shub Renee	Pacific Telephone
1967	Joseph Isaac F	Pacific Telephone
	Shub Isldore	Pacific Telephone
	Suh Renee	Pacific Telephone
1950	MERK NELLIE C MRS R	Pacific Telephone
1942	Epstein Oscar Jennie	Los Angeles Directory Co.
	Keltz Charlotte F	Los Angeles Directory Co.
	Keltz Harold L bkpr	Los Angeles Directory Co.
	Keltz Leon Ann mgr Supreme Garment Co	Los Angeles Directory Co.
	Kopald Bertha Mrs	Los Angeles Directory Co.
1937	EPSTEIN Oscar Jennie slsmn m	Los Angeles Directory Co.
	Greenspan Chas Evelyn plmbr	Los Angeles Directory Co.
	SOLOMON David Anna	Los Angeles Directory Co.
	SOLOMON Lillian sten	Los Angeles Directory Co.
1933	ALDRICH Leslie J Rose M adv solr	Los Angeles Directory Co.
	HARRIS Harry Miller	Los Angeles Directory Co.
	Kassel Gertrude bkpr Sou Poster Co	Los Angeles Directory Co.

FINDINGS

S Orange Grove Ave

819 S Orange Grove Ave

Year	Uses	Source
2014	DEPTH DISTRIBUTORS INC	EDR Digital Archive

S ORANGE GROVE AVE

819 S ORANGE GROVE AVE

Year	Uses	Source
2006	MCLUUGHLIN Gradcle	Haines Company, Inc.
	SMITHJ	Haines Company, Inc.
	WATERS Unda	Haines Company, Inc.
1990	COHEN MEYER	Pacific Bell
	KREMEN R	Pacific Bell
	RICHEY WILLIAM & ESTHER	Pacific Bell
	WHALES G	Pacific Bell
1986	COHEN MEYER	Pacific Bell
	ESCASAN RUTH	Pacific Bell
	KREMEN R	Pacific Bell
	RICHEY WILLIAM & ESTHER	Pacific Bell
	WHALES G	Pacific Bell
1981	MAX	Pacific Telephone
	ESCASAN RUTH	Pacific Telephone
	WATERS L S	Pacific Telephone
	ZAVAT S	Pacific Telephone
1976	Berger B	Pacific Telephone
	Cociol Max	Pacific Telephone
	Escasan Ruth	Pacific Telephone
	Gennes Ethel M	Pacific Telephone
	Naken Wm	Pacific Telephone
	Weisberg Bellss	Pacific Telephone
1971	Cociol Max	Pacific Telephone
	Escasan Ruth	Pacific Telephone
	Gennes Ethel M	Pacific Telephone
	Kippen Hatti Mrs	Pacific Telephone
	Naken Wm	Pacific Telephone
	Spiegel Saml	Pacific Telephone
	Weisberg Bell	Pacific Telephone
1967	Braude Leon	Pacific Telephone

FINDINGS

Year	Uses	Source
1967	Goldstein Dorothy	Pacific Telephone
	Hornstein Yetta	Pacific Telephone
	Kahn Harry Mrs	Pacific Telephone
	Levey Pauline Mrs	Pacific Telephone
	Sherman Ben	Pacific Telephone
	Spiegel Saml	Pacific Telephone
	Wargo Garath	Pacific Telephone
1962	Harkavy Jos	Pacific Telephone
	Levey Pauline Mrs	Pacific Telephone
	Levin Gertrude F Mrs	Pacific Telephone
	Price J Mrs	Pacific Telephone
	Reiner Peggy	Pacific Telephone
	Schaff Rose Mrs	Pacific Telephone
	Sherman Ben	Pacific Telephone
	Spiegel Saml	Pacific Telephone
1942	WATTS A P	Los Angeles Directory Co.
1937	WATTS Arundell P Frances B collr L A Community Welfare Federation	Los Angeles Directory Co.
	WATTS Winifred	Los Angeles Directory Co.
1933	WATTS Arundell P Frances	Los Angeles Directory Co.
	WATTS Wilinifred F tchr	Los Angeles Directory Co.
1929	WATTS Winifred F tchr r	Los Angeles Directory Co.

S Orange Grove Ave

820 S Orange Grove Ave

Year	Uses	Source
2010	SGT MAJOR	EDR Digital Archive

S ORANGE GROVE AVE

820 S ORANGE GROVE AVE

Year	Uses	Source
2006	JOSSYAmy	Haines Company, Inc.
	LEWIS Brock	Haines Company, Inc.
1981	LEVITON GEO & PAULINE	Pacific Telephone
1976	Lebovitz R	Pacific Telephone
	Orange Grove Guest Home	Pacific Telephone
	Orange Grove Guest Home	Pacific Telephone
1971	Orange Grove Guest Home	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	Orange Grove Guest Home	Pacific Telephone
	Stanford Rhoda	Pacific Telephone
1967	Orange Grove Guest Home	Pacific Telephone
	Orange Grove Guest Home	Pacific Telephone
1962	Blum Jerome	Pacific Telephone
	Blum Jerome	Pacific Telephone
	Davis Fannie	Pacific Telephone
1942	DUBIN Irving Lillian drugs	Los Angeles Directory Co.
	Segell Robt Mary real est	Los Angeles Directory Co.
1937	Birn Lillian slswn	Los Angeles Directory Co.
	CAREW Mary Louise Mrs clk	Los Angeles Directory Co.
	ERICKSON Lenore sten	Los Angeles Directory Co.
	Frair Ethel Mrs beauty shop	Los Angeles Directory Co.
	Garber Jennie Mrs	Los Angeles Directory Co.
	Garber Pearl slswn	Los Angeles Directory Co.
	Hapenney Darlene K	Los Angeles Directory Co.
	Hapenney Jas K Lovina vet	Los Angeles Directory Co.
	Hapenney Josephine	Los Angeles Directory Co.
	Hapsbury Lovina J cash La Belle Tailoring Co	Los Angeles Directory Co.
	JACKSON Irene beauty opr	Los Angeles Directory Co.
	Koropoff Marie Mrs drugs	Los Angeles Directory Co.
	Mc ROBERTS Robt M bartndr	Los Angeles Directory Co.
	Orangeshire Apartments	Los Angeles Directory Co.
	Rubinow Mollie	Los Angeles Directory Co.
	Stumar Louise Mrs	Los Angeles Directory Co.
1929	Elder Eleanor F Mrs	Los Angeles Directory Co.
	HALL Frank Mrs	Los Angeles Directory Co.
	WHITE Ernest E Louise slsmn h	Los Angeles Directory Co.

823 S ORANGE GROVE AVE

Year	Uses	Source
2006	B HARMONHeidi	Haines Company, Inc.
	BAEK Catherine	Haines Company, Inc.
	OKADIGBOC	Haines Company, Inc.
1986	HANDEL B	Pacific Bell
1981	HANDEL B	Pacific Telephone
	MAHAFFEY ED	Pacific Telephone
1976	Handel B	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	Chupack S A	Pacific Telephone
1971	Handel B	Pacific Telephone
	Lacks Jos M	Pacific Telephone
1967	Lacks Jos M	Pacific Telephone
1962	Lacks Jos M	Pacific Telephone

S Orange Grove Ave

824 S Orange Grove Ave

Year	Uses	Source
2014	JRH DEVELOPMENT HOLDINGS LLC	EDR Digital Archive
2010	DISPATCH PRODUCTIONS LLC	EDR Digital Archive

S ORANGE GROVE AVE

824 S ORANGE GROVE AVE

Year	Uses	Source
2006	FORD Donald	Haines Company, Inc.
	GARCIA Karda	Haines Company, Inc.
	JAFFER	Haines Company, Inc.
1990	COLLINS BETTY LOU	Pacific Bell
	ESFANDIARI YADOLIAH	Pacific Bell
	YEFANOV SVETLANA	Pacific Bell
1986	COLLINS BETTY LOU	Pacific Bell
	GELB F	Pacific Bell
	KATZ SARA	Pacific Bell
1981	COLLINS BETTY LOU	Pacific Telephone
	FROBERG BETTY	Pacific Telephone
	GELB F	Pacific Telephone
	KATZ SARA	Pacific Telephone
	LINDER E	Pacific Telephone
	SOLINSKY F	Pacific Telephone
1976	Bluefield Sarah	Pacific Telephone
	Grospe Sonia	Pacific Telephone
	Krivorutchko Berta	Pacific Telephone
	Linder E	Pacific Telephone
	Senchuk Abram	Pacific Telephone
	Solinsky E	Pacific Telephone
1971	Rosenthal Jennie	Pacific Telephone

FINDINGS

Year	Uses	Source
1971	Silverman Charlotte	Pacific Telephone
	Solinsky E	Pacific Telephone
	Barrett Alice M	Pacific Telephone
	Bluefield Sarah	Pacific Telephone
	Golin Nine	Pacific Telephone
	Richman B	Pacific Telephone
1967	Balikov Anna	Pacific Telephone
	Bloom Jennie Mrs	Pacific Telephone
	Golin Nine	Pacific Telephone
	Loritz M P	Pacific Telephone
	Powsner Sally	Pacific Telephone
	Rosenthal Jennie	Pacific Telephone
	Silverman Charlotte Mrs	Pacific Telephone
	Solin Esther	Pacific Telephone
	Spears Helen Mrs	Pacific Telephone
	Sweeney Margaret	Pacific Telephone
	Weiner Elsie M	Pacific Telephone
1962	Munk Ricky	Pacific Telephone
	Parker Pearl	Pacific Telephone
	Shaner Pauline	Pacific Telephone
	Silverman Charlotte Mrs	Pacific Telephone
	Sjoblom Effie E	Pacific Telephone
	Smith Esther B Mrs	Pacific Telephone
	Solin Esther	Pacific Telephone
	Sweeney Margaret	Pacific Telephone
	Balikov Anna	Pacific Telephone
	Bluefield Sarah	Pacific Telephone
	Brennan Eileen	Pacific Telephone
	Gershon Eunice R	Pacific Telephone
	Levin Sarah Mrs	Pacific Telephone
	Miller Celia Mrs	Pacific Telephone
1958	Adler Annie	Pacific Telephone
	Levin Sarah Mrs	Pacific Telephone
	Solin Esther	Pacific Telephone
1942	ANDERSON Helen beauty opr	Los Angeles Directory Co.
	Burmaster Anna R Orangeshire Apts	Los Angeles Directory Co.
	Burmaster Geo W slsmn	Los Angeles Directory Co.
	CONLON Wilma	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	Falkenstein Celie Mrs	Los Angeles Directory Co.
	HOOVER Hazel slsmn	Los Angeles Directory Co.
	HUGHES Amber beauty apr	Los Angeles Directory Co.
	Mariani Ann beauty opr	Los Angeles Directory Co.
	Orangeshire Apartments	Los Angeles Directory Co.
	OSBORNE Kathryn aircrftwkr	Los Angeles Directory Co.
	Palmateer Oscar W Lucille	Los Angeles Directory Co.
	Palmateer Robt aircrftwkr	Los Angeles Directory Co.
	Saline T Marie	Los Angeles Directory Co.
	Schoenheit Joanne sten Jackson Bros Le Sage	Los Angeles Directory Co.
	Surowski Raymond L emp NGR Co	Los Angeles Directory Co.
	Surowski Walter A slsmn	Los Angeles Directory Co.
	Weinberg Frances slswn	Los Angeles Directory Co.
	WRIGHT Sallie slswn	Los Angeles Directory Co.
1937	Cheek Lota B priv sec H J Hamer	Los Angeles Directory Co.
	SCOTT Jas W Maude	Los Angeles Directory Co.
	SCOTT Maude M Mrs mgr Orangeshire Apts	Los Angeles Directory Co.
1933	Aminoff Danl	Los Angeles Directory Co.
	Crowell Oscar slsmn	Los Angeles Directory Co.
	Dahlhjelm Dorothy M tchr	Los Angeles Directory Co.
	Dahlhjelm Roger C adj	Los Angeles Directory Co.
	Koropoff Lucy clk	Los Angeles Directory Co.
	Koropoff Marie Mrs drugs	Los Angeles Directory Co.
	LEE Florence A tchr City Schs	Los Angeles Directory Co.
	MITCHELL Greacen R slsmn	Los Angeles Directory Co.
	MITCHELL Mervin F br mgr Genl Pet Corp	Los Angeles Directory Co.
	MURPHY Robt W Gladys	Los Angeles Directory Co.
	Orangeshire Apartments	Los Angeles Directory Co.
	Radom Julius	Los Angeles Directory Co.
	Radom Wm	Los Angeles Directory Co.
	Redfern Ethel slswn	Los Angeles Directory Co.
	SCOTT Jas W Maude slsmn	Los Angeles Directory Co.
	SCOTT Maude Mrs mgr Orargshire Apts	Los Angeles Directory Co.
	Stumar Chas Helen cameramn	Los Angeles Directory Co.
	Whitescarver Clyde E Elsie	Los Angeles Directory Co.

FINDINGS

825 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1990	CRYSTAL DOROTHY	Pacific Bell
	ALWEISS MINNIE	Pacific Bell
1986	SCHREIBER M L	Pacific Bell
	CRYSTAL DOROTHY	Pacific Bell
	ALWEISS MINNIE	Pacific Bell
1981	HACKNEY V W	Pacific Telephone
	CRYSTAL DOROTHY	Pacific Telephone
	ALWEISS MINNIE	Pacific Telephone
1976	Alweiss Minnie	Pacific Telephone
	Crystal Dorothy	Pacific Telephone
	Hackney V W	Pacific Telephone
1971	Blustein A F	Pacific Telephone
	Crystal Dorothy	Pacific Telephone
	Segelman Sarah Mrs	Pacific Telephone
1967	Crystal Dorothy	Pacific Telephone
	Deitch Regina	Pacific Telephone
	Goldman Sol	Pacific Telephone
	Sagelman Sarah Mrs	Pacific Telephone
1962	Crystal Dorothy	Pacific Telephone
	Deitch Regina	Pacific Telephone
	Goldman Sol	Pacific Telephone
	Segelman Sarah Mrs	Pacific Telephone
1942	DUGAN Raymond B Madeline pres Natl Institute of Commerce v pres Highland Technical Sch	Los Angeles Directory Co.
1937	Shortell Harry A Kathleen autos	Los Angeles Directory Co.
1929	Ungerleider Louis A Rose slsmn Rio Grande Oil Co h	Los Angeles Directory Co.

S Orange Grove Ave

829 S Orange Grove Ave

Year	Uses	Source
2010	HEAVENLY TOURS & TRAVEL	EDR Digital Archive

FINDINGS

S ORANGE GROVE AVE

829 S ORANGE GROVE AVE

Year	Uses	Source
2006	MURRAY Unda 00 o	Haines Company, Inc.
1971	Colodny Sam	Pacific Telephone
1967	Colodny Sam	Pacific Telephone
1942	Medford Helen nurse	Los Angeles Directory Co.
	Asdell Edith nurse	Los Angeles Directory Co.
1937	De Kruif Eliz B Mrs tchr City Sch	Los Angeles Directory Co.
	De Kruif Betty	Los Angeles Directory Co.
1933	Hogan Albt S Marjorie F slsmn	Los Angeles Directory Co.
1929	Hogan Albt S Marjorie slsmn Goodyear Tire & Rubber Co	Los Angeles Directory Co.

830 S ORANGE GROVE AVE

Year	Uses	Source
2006	o STRAUSS David	Haines Company, Inc.
1990	GIRGIS IBRAHIM	Pacific Bell
	ZOUHIRE ROSE MRS	Pacific Bell
1986	BROUNSTEIN NATHAN MRS	Pacific Bell
	HIGGINSON PETER	Pacific Bell
	MEYER KEN	Pacific Bell
	TEITELBAUM HERMAN	Pacific Bell
	ZOUHIRE ROSE MRS	Pacific Bell
1981	BROUNSTEIN NATHAN MRS	Pacific Telephone
	CLARKE AUDREY H	Pacific Telephone
	DIAMOND BEATRICE	Pacific Telephone
	GORDON MARIE	Pacific Telephone
	KOGAN JULIUS & FLORENCE	Pacific Telephone
	LIVINGSTON FLORENCE	Pacific Telephone
	SOMMER CAROLYN	Pacific Telephone
	ZOUHIRE ROSE MRS	Pacific Telephone
1976	Brounstein Nathan Mrs	Pacific Telephone
	Clarke Audrey M	Pacific Telephone
	Diamond Beatrice	Pacific Telephone
	Flangel B	Pacific Telephone
	Gordon Marie	Pacific Telephone
	Hall Carroll L	Pacific Telephone
	Kogan Julius	Pacific Telephone

FINDINGS

Year	Uses	Source
1976	Livingston Florence	Pacific Telephone
	Zouhire Rose Mrs	Pacific Telephone
1971	Brounstein Nathan Mrs	Pacific Telephone
	Clarke Audrey M	Pacific Telephone
	Flannel B	Pacific Telephone
	Hall Carroll L	Pacific Telephone
	Kogan Julius	Pacific Telephone
	Livingston Florence	Pacific Telephone
	Surut Birdie H	Pacific Telephone
	Zouhire Rose Mrs	Pacific Telephone
1967	Blustein Anna F	Pacific Telephone
	Brounstein Nathan Mrs	Pacific Telephone
	Clarke Audrey M	Pacific Telephone
	Ferren L H	Pacific Telephone
	Hall Carroll L	Pacific Telephone
	Livingston Florence	Pacific Telephone
	Surut Budie H	Pacific Telephone
1962	Brounstein Nathan Mrs	Pacific Telephone
	Clarke Audrey M	Pacific Telephone
	Hall Carroll L	Pacific Telephone
	Kogan Julius	Pacific Telephone
	Kogan Mike	Pacific Telephone
	Livingston Florence	Pacific Telephone
	Schapira Sida Mrs	Pacific Telephone
	Surut Birdie H	Pacific Telephone
	Zavodnick Rose	Pacific Telephone
1942	Brounstein Sybelle	Los Angeles Directory Co.
1937	Brounstein Nathan Ann mgr Philip Sesegram	Los Angeles Directory Co.
1933	Lazare Eug L	Los Angeles Directory Co.
	Lazare Florence L tchr	Los Angeles Directory Co.
	Lazare Hazel tchr	Los Angeles Directory Co.
	Lazare Louis Esther slsmn May Co	Los Angeles Directory Co.
	Lazare Raymondk l pharm	Los Angeles Directory Co.

831 S ORANGE GROVE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1971	Doctrow R	Pacific Telephone

Year	Uses	Source
1962	Feinberg Louis H	Pacific Telephone
	Birnbaum Albert	Pacific Telephone
1958	Doctrow Rubin	Pacific Telephone
1942	Miller Geo Mary	Los Angeles Directory Co.
1937	SMYTHE Robt M jr Cath slsmn Bullocks	Los Angeles Directory Co.

S Orange Grove Ave

833 S Orange Grove Ave

Year	Uses	Source
2014	NET INDUSTRIES LLC	EDR Digital Archive
	BORDER INCIDENT LLC	EDR Digital Archive

S ORANGE GROVE AVE

833 S ORANGE GROVE AVE

Year	Uses	Source
2006	GARCIA Fredelina	Haines Company, Inc.
	GARRETTAlison	Haines Company, Inc.
	SKLOV Corey	Haines Company, Inc.
	TAYLOR Wayani	Haines Company, Inc.
1990	WARD LAURA	Pacific Bell
	TIMSAWAT M	Pacific Bell
	CLARK PAMELA	Pacific Bell
	BESSER ANDREW	Pacific Bell
	BELL JON	Pacific Bell
1986	RABIN SAML	Pacific Bell
1981	RABIN SAML	Pacific Telephone
1976	Rabin Saml	Pacific Telephone
1971	Rabin Saml	Pacific Telephone
1942	SLOANE Norman Emma agt MLI Co	Los Angeles Directory Co.
1929	Anderson J Wm June dept mgr Nash Breyer Motor Co	Los Angeles Directory Co.

834 S ORANGE GROVE AVE

Year	Uses	Source
2006	EIZENCOT Shlomo	Haines Company, Inc.
	FULLERTON Kalla	Haines Company, Inc.
	SPIEGELMAN	Haines Company, Inc.
	Matthew	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	WISHART Amy L	Haines Company, Inc.
1990	BIGGERS SCOTT	Pacific Bell
	EIGES MARK	Pacific Bell
1986	EIGES MARK	Pacific Bell
	BOUCHE BRUCE & MARY JANE	Pacific Bell
	DUNN T	Pacific Bell
1981	ADLER SEYMOUR	Pacific Telephone
	CHRISTENSEN GARY D	Pacific Telephone
	GARVAI A	Pacific Telephone
	MC CANN KATHLEEN	Pacific Telephone
1976	Corner P G	Pacific Telephone
	Delian N	Pacific Telephone
	Furie Sol	Pacific Telephone
	Hershman J	Pacific Telephone
	Libaw Millie	Pacific Telephone
	Sewelson Harry	Pacific Telephone
1971	Apenansky Clara	Pacific Telephone
	Furie Sol	Pacific Telephone
	Mirkin Sam	Pacific Telephone
	Sewelson Harry	Pacific Telephone
1967	Apenansky Clara	Pacific Telephone
	Elbar Sylvain	Pacific Telephone
	Furie Sol	Pacific Telephone
	Kluber Marcus	Pacific Telephone
	Sewelson Harry	Pacific Telephone
	Wasserman Albert	Pacific Telephone
1962	Apenansky Clara	Pacific Telephone
	Furie Sol	Pacific Telephone
	Leibovitz Philip	Pacific Telephone
	Sewelson Harry	Pacific Telephone
	Unkrey Hazel A	Pacific Telephone
1958	Leibovitz Philip	Pacific Telephone
	Schuman Irving H	Pacific Telephone
	Ward Edyth A	Pacific Telephone
	Watts Walter S	Pacific Telephone
1950	SAWYER W S	Pacific Telephone
1942	Fay Edythe C	Los Angeles Directory Co.
	Hays Barbara sten SCo GCo	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1942	Hays Geo P Barbara slsmn John A Roeblings Sous Co	Los Angeles Directory Co.
	KILMER Marian	Los Angeles Directory Co.
	Mc KAY Murdock A formn H & Il Lbr Co	Los Angeles Directory Co.
	Mc KAY Perry	Los Angeles Directory Co.
	STEIN Rose A Mrs	Los Angeles Directory Co.
	WARD Edyth	Los Angeles Directory Co.
	Whitcombe Jill	Los Angeles Directory Co.
1937	Fair Frank Lennire gdnr	Los Angeles Directory Co.
	Fishman Goldie wid Abr	Los Angeles Directory Co.
	FISHMAN Sharon E	Los Angeles Directory Co.
	Gogerty Geo T Mary lawyer	Los Angeles Directory Co.
	Mc Carrick Jettie A Mrs	Los Angeles Directory Co.
	Pantier Chester H Helen formn Beverly Dairin	Los Angeles Directory Co.
	Pantier Helen compt opr County Auditor	Los Angeles Directory Co.
	SIMPSON Mahlon E Geneve B bldr	Los Angeles Directory Co.
	Worthington Helen clk	Los Angeles Directory Co.
	Auerbach Frieda C Mrs clk	Los Angeles Directory Co.
	CARSON Mary L yarns	Los Angeles Directory Co.
1933	COHAN Jacob M Dora pres Golden State Tailor Service	Los Angeles Directory Co.
	GREENE Louis Bessie Greene & Hinkle	Los Angeles Directory Co.
	Rosenfield Theo H Emma slsmn A W Adams & Co	Los Angeles Directory Co.
	WHITE Robt L Maitie H	Los Angeles Directory Co.
	WHITE Roberta M	Los Angeles Directory Co.

835 S ORANGE GROVE AVE

Year	Uses	Source
1995	DIXON BILLIE	Pacific Bell
	DIXON WILBERTEEN	Pacific Bell
1986	FISHER R	Pacific Bell
1981	FISHER R	Pacific Telephone
1976	Marcus Max	Pacific Telephone
1971	Marcus Max	Pacific Telephone
1967	Marcus Max	Pacific Telephone
1962	Marcus Max	Pacific Telephone
1942	Klausen Helen J clk	Los Angeles Directory Co.
	Klausen Einar H Helen J acct Sealright Pacific	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1937	Shanin Boris M Barbara mfrs agt	Los Angeles Directory Co.
1929	ROUSE Jack C Viola slsmn Hobbs Battery Co h	Los Angeles Directory Co.

836 S ORANGE GROVE AVE

Year	Uses	Source
1967	Loewen Elvira	Pacific Telephone

837 S ORANGE GROVE AVE

Year	Uses	Source
1962	Pentz Elliott H	Pacific Telephone

839 S ORANGE GROVE AVE

Year	Uses	Source
2006	o STEIN Emily M	Haines Company, Inc.
1990	JOSEPH GARRY	Pacific Bell
1981	YEAGER C M	Pacific Telephone
	ZOOK M M	Pacific Telephone
1976	Weiss Saml	Pacific Telephone
	Yeager C M	Pacific Telephone
	Zook M M	Pacific Telephone
1971	Weiss Saml	Pacific Telephone
1967	Palmer Sonia	Pacific Telephone
	Weiss Saml	Pacific Telephone
1962	Shook J R Co	Pacific Telephone
	Weiss Saml	Pacific Telephone
1942	Groden John	Los Angeles Directory Co.
	Groden Irving clk	Los Angeles Directory Co.
	CORN Nile S Mollie tailor	Los Angeles Directory Co.
	Groden Rose Mrs baker	Los Angeles Directory Co.
1937	PHELPS John B	Los Angeles Directory Co.
	Phelps Edna yarn shop	Los Angeles Directory Co.
	Miller Edw A Ruby	Los Angeles Directory Co.
1933	SHERARD John W	Los Angeles Directory Co.
	HARRINGTON Lucille	Los Angeles Directory Co.

840 S ORANGE GROVE AVE

Year	Uses	Source
2006	BROWN Martin	Haines Company, Inc.
1976	Parker Jennie Mrs	Pacific Telephone

Year	Uses	Source
1971	Parker Jennie Mrs	Pacific Telephone
1962	Parker Jennie Mrs	Pacific Telephone
1942	Parker H F Jennie	Los Angeles Directory Co.
1937	Parker Anna	Los Angeles Directory Co.
	PARKER Rose	Los Angeles Directory Co.
1933	Garven Burnie A asst caddymaster	Los Angeles Directory Co.

841 S ORANGE GROVE AVE

Year	Uses	Source
2006	JOSEPH Elias	Haines Company, Inc.
	JOSEPH Elias	Haines Company, Inc.
1990	JOSEPH ELIAS	Pacific Bell
	JOSEPH ELIAS	Pacific Bell
1986	JOSEPH ELIAS	Pacific Bell
1981	JOSEPH ELIAS	Pacific Telephone
1976	Berliner Lee	Pacific Telephone
1971	Berliner Jos S	Pacific Telephone
1967	Silverbrand Sarah Miss	Pacific Telephone
	Berliner Jos S	Pacific Telephone
1962	Esman Roseline D	Pacific Telephone
	Berliner Jos S	Pacific Telephone
1942	SCHWARTZ Sigmund	Los Angeles Directory Co.
	SANDLER Pauline wid Harry	Los Angeles Directory Co.
	ROSENTHAL Harry Ann	Los Angeles Directory Co.
	KATZ Julie	Los Angeles Directory Co.
1937	Sandler Pauhne	Los Angeles Directory Co.
	Cartman Zelda A librn L A Public Library	Los Angeles Directory Co.
	Cartman Rebecca S Mrs mgr Maurice Amzalak	Los Angeles Directory Co.
1933	Baird Alicia M Mrs	Los Angeles Directory Co.
	Mc EWAN GLEN H Eloise Treas and Asst	Los Angeles Directory Co.
	WAINSTEIN Michl E Minerva agt H S Freiberg	Los Angeles Directory Co.

842 S ORANGE GROVE AVE

Year	Uses	Source
1986	BROWN MARTIN	Pacific Bell
1976	Brown Harvey	Pacific Telephone
1971	Brown Morris E	Pacific Telephone
1942	BROWN Morris Ray clo clnr	Los Angeles Directory Co.

Year	Uses	Source
1937	BROWN Morrison E Ray clo clnr	Los Angeles Directory Co.
1933	Wisekopf Seymour Carolyn slsmn Milton Weiss	Los Angeles Directory Co.
1929	Wisckoof Seymour Carolyn slsmn Milton Weiss & Co h	Los Angeles Directory Co.

843 S ORANGE GROVE AVE

Year	Uses	Source
1995	HSU SHIH HUNG	Pacific Bell

847 S ORANGE GROVE AVE

Year	Uses	Source
1971	Coston John R	Pacific Telephone
1967	Coston John R	Pacific Telephone
1962	Coston John R	Pacific Telephone

848 S ORANGE GROVE AVE

Year	Uses	Source
1967	Parker Jennie Mrs	Pacific Telephone

850 S ORANGE GROVE AVE

Year	Uses	Source
1967	Samuels Irving A	Pacific Telephone

857 S ORANGE GROVE AVE

Year	Uses	Source
1962	Whitlock Nina R Mrs	Pacific Telephone

859 S ORANGE GROVE AVE

Year	Uses	Source
1995	JACOME LP	Pacific Bell
1971	Re Bell F Geo MD	Pacific Telephone
1967	Rebell Marie N	Pacific Telephone

861 S ORANGE GROVE AVE

Year	Uses	Source
1971	Leffingwell F E Mrs	Pacific Telephone
1967	Leffingwell Forrest E MD	Pacific Telephone

885 S ORANGE GROVE AVE

Year	Uses	Source
1995	HANNA WI	Pacific Bell

Year	Uses	Source
1995	WILLIAMSON FRANK E	Pacific Bell

888 S ORANGE GROVE AVE

Year	Uses	Source
1971	Ceretto Leo P	Pacific Telephone
1967	Ceretto Leo P	Pacific Telephone
1962	Ceretto Leo P	Pacific Telephone
	Brand Walter E	Pacific Telephone

812 1/2 S ORANGE GROVE AVE

Year	Uses	Source
1990	MIRKIN MORRIS L	Pacific Bell

814 1/2 S ORANGE GROVE AVE

Year	Uses	Source
1990	DIRNFIELD SIDNEY	Pacific Bell

839 1/2 S ORANGE GROVE AVE

Year	Uses	Source
1990	WEISS SAML	Pacific Bell

841 1/2 S ORANGE GROVE AVE

Year	Uses	Source
1990	YANEZ HILDA C	Pacific Bell

W 8TH

6060 W 8TH

Year	Uses	Source
1990	WILSHIRE ORANGE HOTEL	Pacific Bell
	SMART COMMUNICATIONS INC	Pacific Bell
	STERMAN ANNE	Pacific Bell
1986	STERMAN ANNE	Pacific Bell
	WILSHIRE ORANGE HOTEL	Pacific Bell
1981	WILSHIRE ORANGE HOTEL	Pacific Telephone
1971	Wilshire Orange Hotel	Pacific Telephone
	Feinberg Mary	Pacific Telephone
1962	Friend Leo	Pacific Telephone
1942	Mc KINNEY Jeannette E	Los Angeles Directory Co.
1937	STORY Harold H tchr City Sch	Los Angeles Directory Co.

FINDINGS

W 8th St

6060 W 8th St

Year	Uses	Source
2014	WELSHIRE ORANGE HOTEL	EDR Digital Archive
2010	WELSHIRE ORANGE HOTEL	EDR Digital Archive

W 8TH ST

6060 W 8TH ST

Year	Uses	Source
2006	STERMAN Anne	Haines Company, Inc.
1976	Wilshire Orange Hotel	Pacific Telephone
	Feldhorn Herman	Pacific Telephone
1958	Friend Leo	Pacific Telephone

6062 W 8TH ST

Year	Uses	Source
1958	Friedman Julia Mrs	Pacific Telephone

APPENDIX G

QUALIFICATIONS
OF THE ENVIRONMENTAL PROFESSIONAL

PROFESSIONAL REGISTRATIONS

Professional Geologist, California
Registered Geologist, Arizona

RELEVANT EXPERIENCE

1993 to Present — **Gaston & Associates**

Environmental consulting services include a wide variety of Phase I and Phase II environmental site assessments and site remediation for real estate developers, commercial property owners and managers, environmental consulting firms, and attorneys; and environmental litigation support. Provided expert witness testimony in a CERCLA action, provided environmental review of and due diligence for the sale of contaminated commercial properties, compliance with underground storage tank regulations and entry of sites into the UST reimbursement fund, management of environmental consultants, preparation of responses to comments on mitigated negative declarations, and review and interpretation of prospective purchaser agreements.

1991 to 1993 — **The Earth Technology Corporation**

Managing Senior Geologist. Supervised the Earth Technology Corporation Commercial Waste Management Division environmental geoscience department. Responsibilities included project management, proposal preparation, and staff supervision. Project types included Phase I and Phase II site assessments for various commercial and residential properties, including warehouses, manufacturing facilities, gasoline stations, foundries, plating shops, and undeveloped land. Clients included: financial institutions, major oil companies, manufacturing companies, pharmaceutical companies, real estate developers, and attorneys.

1989 to 1991 — **Resna Industries**

Manager, Geoscience Department. Provided Geoscience Department management, technical oversight, and document review of all RESNA Phase I and II investigations including soil and groundwater contamination investigations, soil gas surveys, and preparation of Preliminary Endangerment Assessments. Reviewed design and installation of remediation systems for liquid hydrocarbon recovery, hydrocarbon vapor extraction, and bioremediation.

1986 to 1989 **ALTON GEOSCIENCE**

Geology Supervisor. Activities included supervision of the technical staff, performance and review of Phase I and II environmental site investigations, proposal preparation, and regulatory agency negotiations. Supervised the installation of remediation systems, including liquid hydrocarbon recovery, hydrocarbon vapor extraction, and *in situ* bioremediation systems. Gave deposition for major oil corporation client site litigation.

1985 to 1986 **JAMES E. SMITH AND ASSOCIATES**

Petroleum Reservoir Geologist. Evaluated oil and gas productive acreage and generated drilling prospects for clients, wrote comprehensive prospect evaluation reports discussing prospect potential and estimated market value of properties.

1979 to 1985 **GULF OIL CORPORATION**

Project Geologist. Generated oil and gas drilling prospects, prepared feasibility study for oil field secondary recovery projects, prepared technical exhibits for and represented Gulf as an expert witness at hearings of the Texas Railroad Commission, the state regulatory agency for the oil and gas industry.

1975 to 1979 **SOIL ENGINEERING**

Geologist. Investigated land surface subsidence resulting from groundwater withdrawal in the Huston-Galveston area for a major oil corporation/real estate developer client in a class action litigation.

EDUCATION

B.S., 1975, Geology, with honors, Lamar University, Beaumont, Texas
M.S., 1979, Geology, University of Huston, Huston, Texas
J.D., 1997, Western State University College of Law

PROFESSIONAL AFFILIATIONS

American Association of Petroleum Geologists
Geological Society of America

Appendix F

Noise Modeling

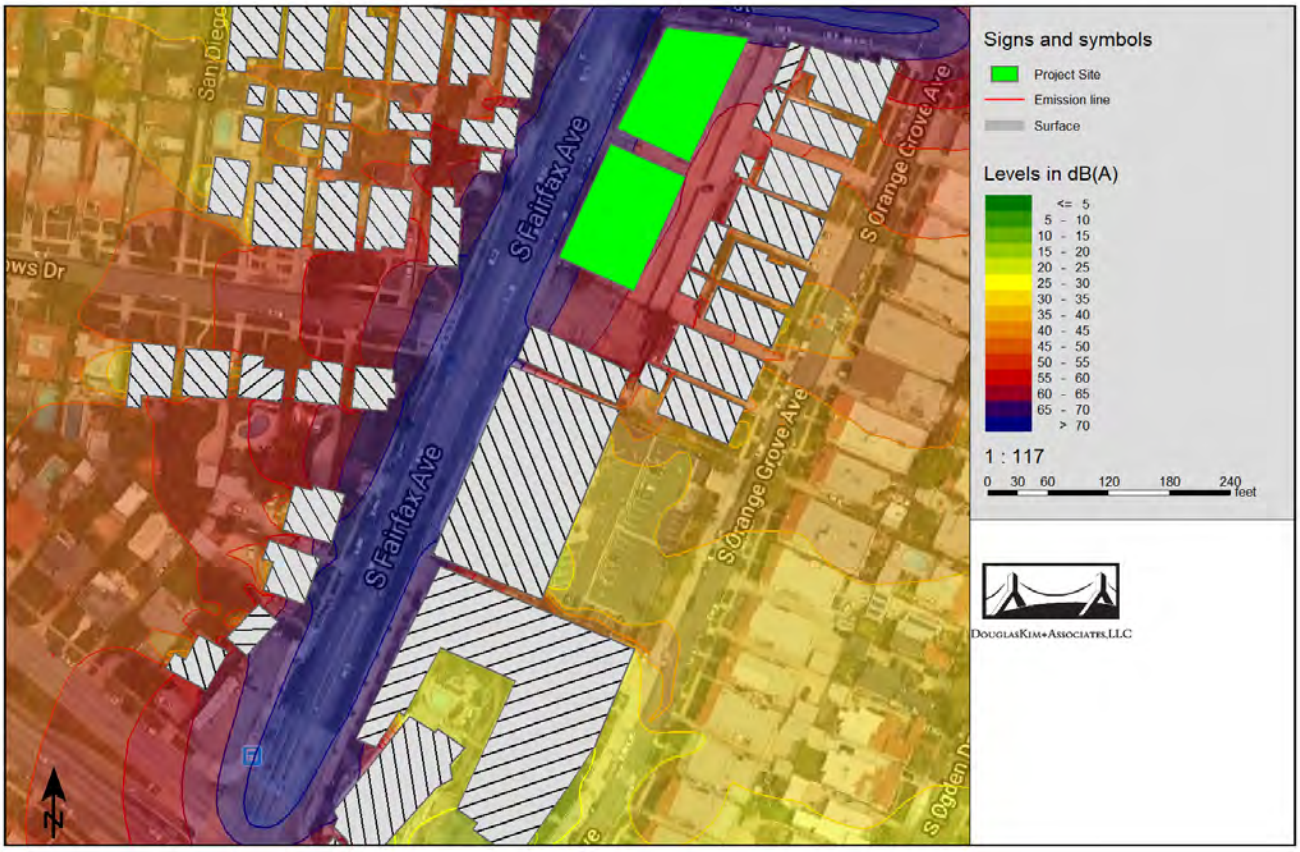
DouglasKim+Associates,LLC

AMBIENT NOISE MODELING

Noise emissions of road traffic

Station km	ADT Veh/24h	Vehicles type	. raffic values Vehicle name	day Veh/h	Speed km/h	Control device	Const Speed km/h	Affect veh. %	Road surface	Gradien Min / M %
Fairfax Avenue					Traffic direction: In entry direction					
0+000	47544	Total	-	....	-	Traffic lig	56.0	-	Average (of DGAC and	-0.7
		Automobiles	-	0	56					
		Medium trucks	-	59	56					
		Heavy trucks	-	31	56					
		Buses	-	12	56					
		Motorcycles	-	-	-					
		Auxiliary vehicle	-	-	-					
0+272	-					-	-	-	-	-
West t h Avenue					Traffic direction: In entry direction					
0+000	18504	Total	-	771	-	Traffic lig	56.0	-	Average (of DGAC and	0.4
		Automobiles	-	732	56					
		Medium trucks	-	23	56					
		Heavy trucks	-	12	56					
		Buses	-	5	56					
		Motorcycles	-	-	-					
		Auxiliary vehicle	-	-	-					
0+097	-					-	-	-	-	-

Noise levels estimated from TNM 2.5 model were validated with ambient noise measurements from CEQA documentation for Friedman/Shalhevet School


S Fairfax Ave
S Fairfax Ave
S Orange Grove Ave
S Orange Grove Ave
S Ogden
San Diego
ows Dr
N
Signs and symbols
Project Site
Emission line
Surface
Levels in dB(A)
<= 5
5 - 10
10 - 15
15 - 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
> 70
1 : 117
0 30 60 120 180 240
feet
DouglasKim+Associates,LLC

DouglasKim+Associates,LLC

CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

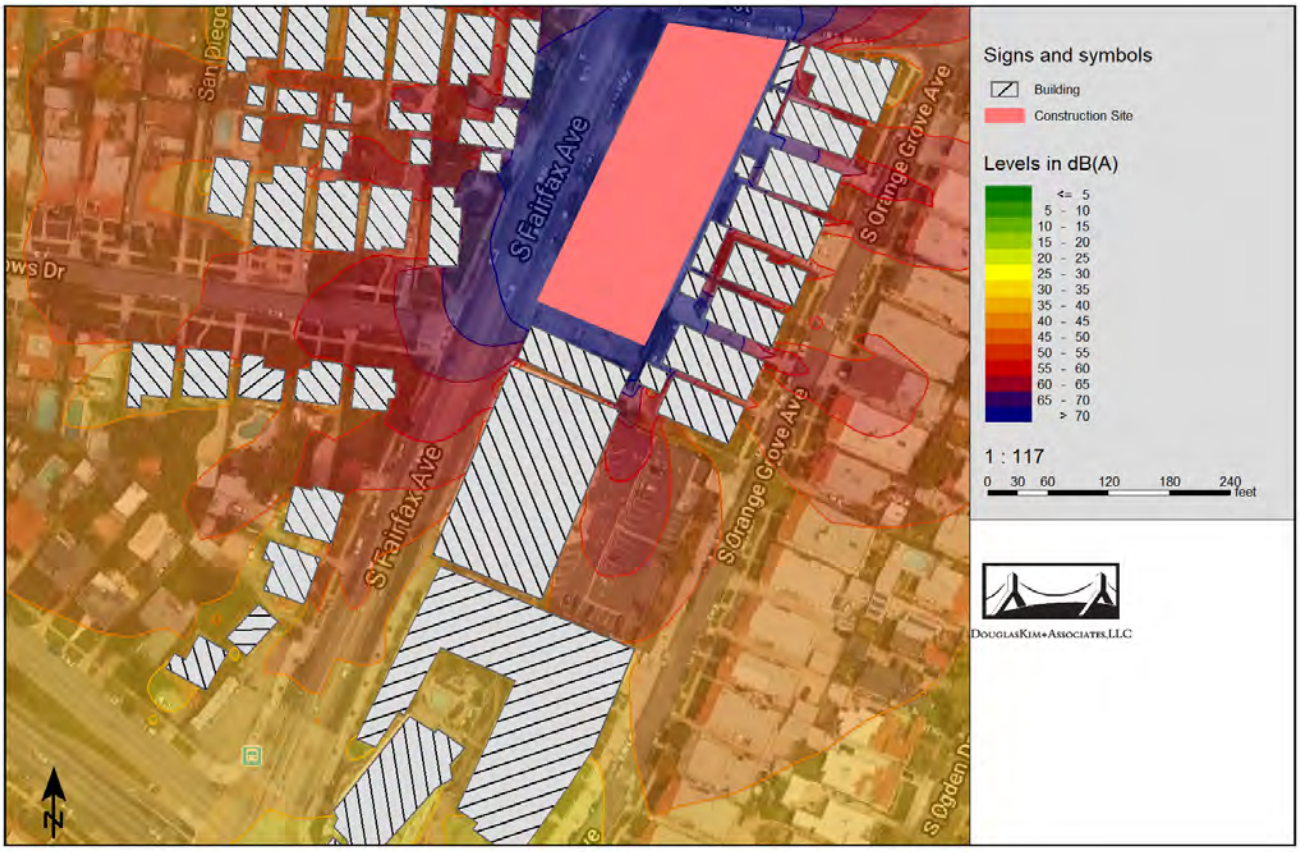
Source name	Reference	L.. el L(Aeq1h) dB(A)	Corrections Cwall dB	CI dB	CT dB
Construction Site	Lw/	73.6	-	-	-
Construction Site	Lw/	79.8	-	-	-

Contribution levels of the receivers

Source name				Le. el w/o NP L(Aeq1h) dB(A)	Level w NP L(Aeq1h) dB(A)
. 00 Block of Fairfax Avenue	GF	. 8	. 6		
Construction Site				69.8	56.6
Construction Site				27.2	17.0
800 block of Orange Grove Avenue	GF	. 3	. 6		
Construction Site				75.3	59.6
Construction Site				29.4	18.1
Friedman/Shalheveet High School	GF	. 2	. 5		
Construction Site				46.2	47.5
Construction Site				3.8	5.4
Vinz on Fairfax	GF	. 9	. 8		
Construction Site				37.9	38.8
Construction Site				-4.0	-1.2

Receiver list

No.	Receiver name	Building side	Floor	Li. it L(Aeq1h) dB(A)	Level w/o NP L(Aeq1h) dB(A)	Level w NP L(Aeq1h) dB(A)	Difference L(Aeq1h) dB	Conflict L(Aeq1h) dB
1	800 Block of Fairfax Avenue	East	GF	-	69.8	56.6	-13.2	-
2	800 block of Orange Grove Avenue	North west	GF	-	75.3	59.6	-15.7	-
3	Friedman/Shalheveet High School	North east	GF	-	46.2	47.5	1.2	-
4	Vinz on Fairfax	North east	GF	-	37.9	38.8	0.9	-


S Fairfax Ave
S Orange Grove Ave
S Fairfax Ave
S Orange Grove Ave
Signs and symbols
Building
Construction Site
Levels in dB(A)
<= 5
5 - 10
10 - 15
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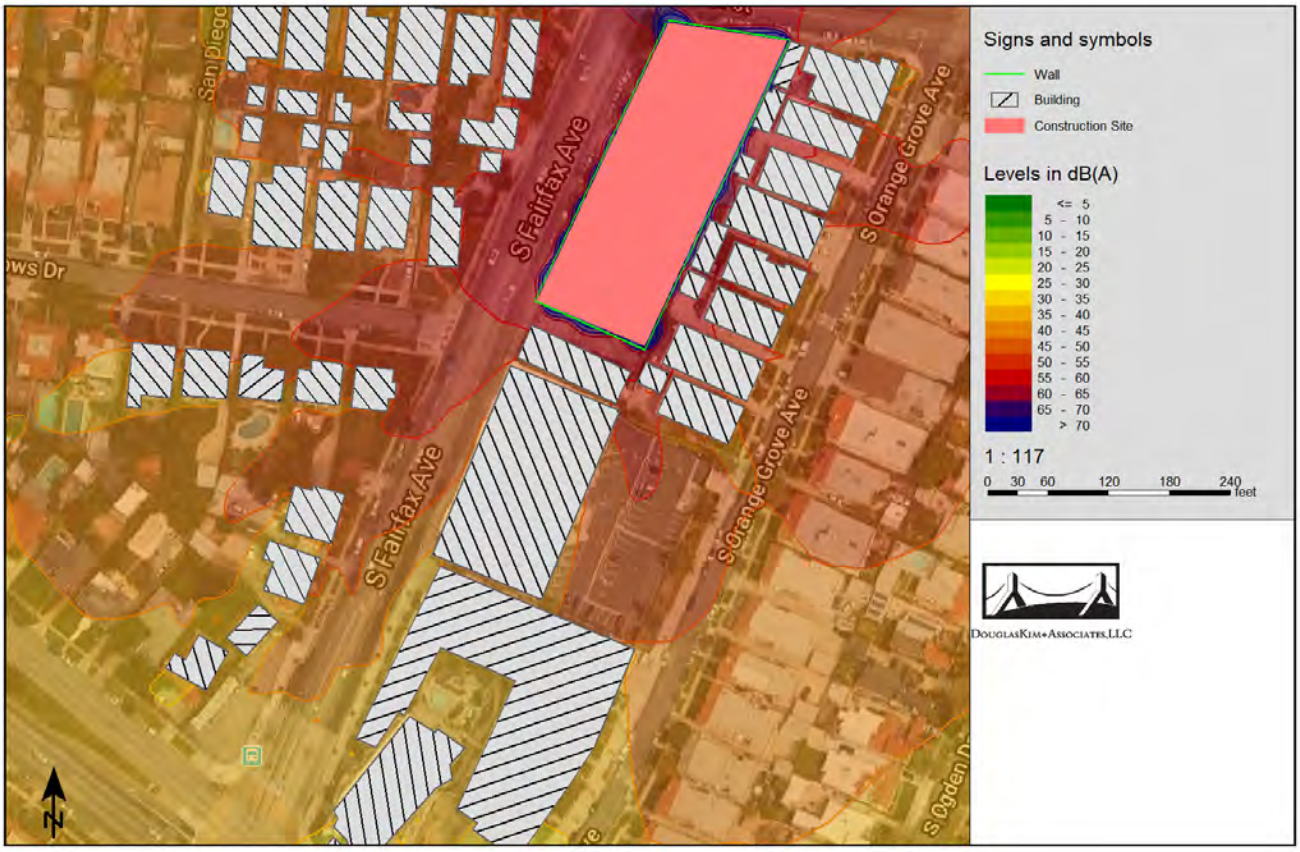
feet
DouglasKim+Associates,LLC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Signs and symbols
Wall
Building
Construction Site
Levels in dB(A)
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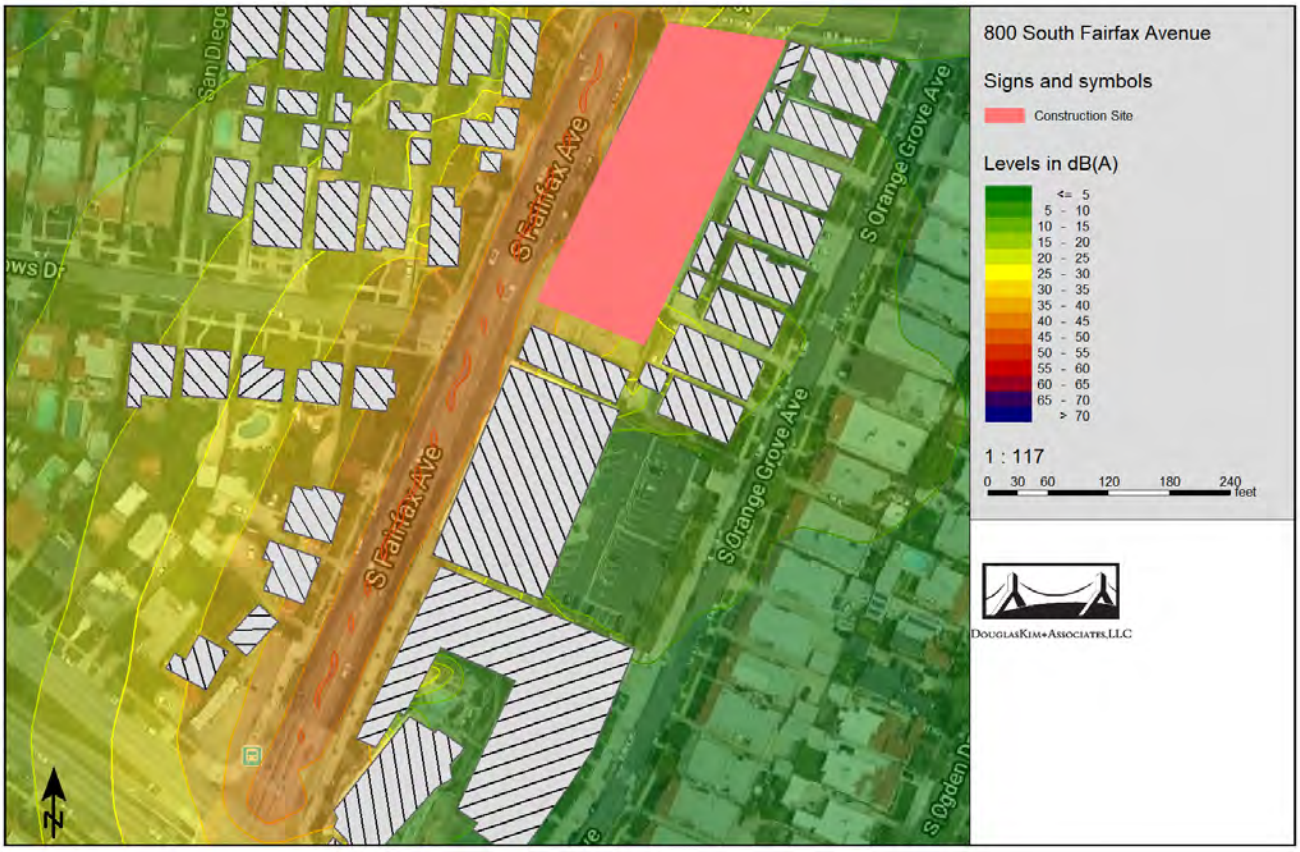
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Construction Site
Levels in dB(A)
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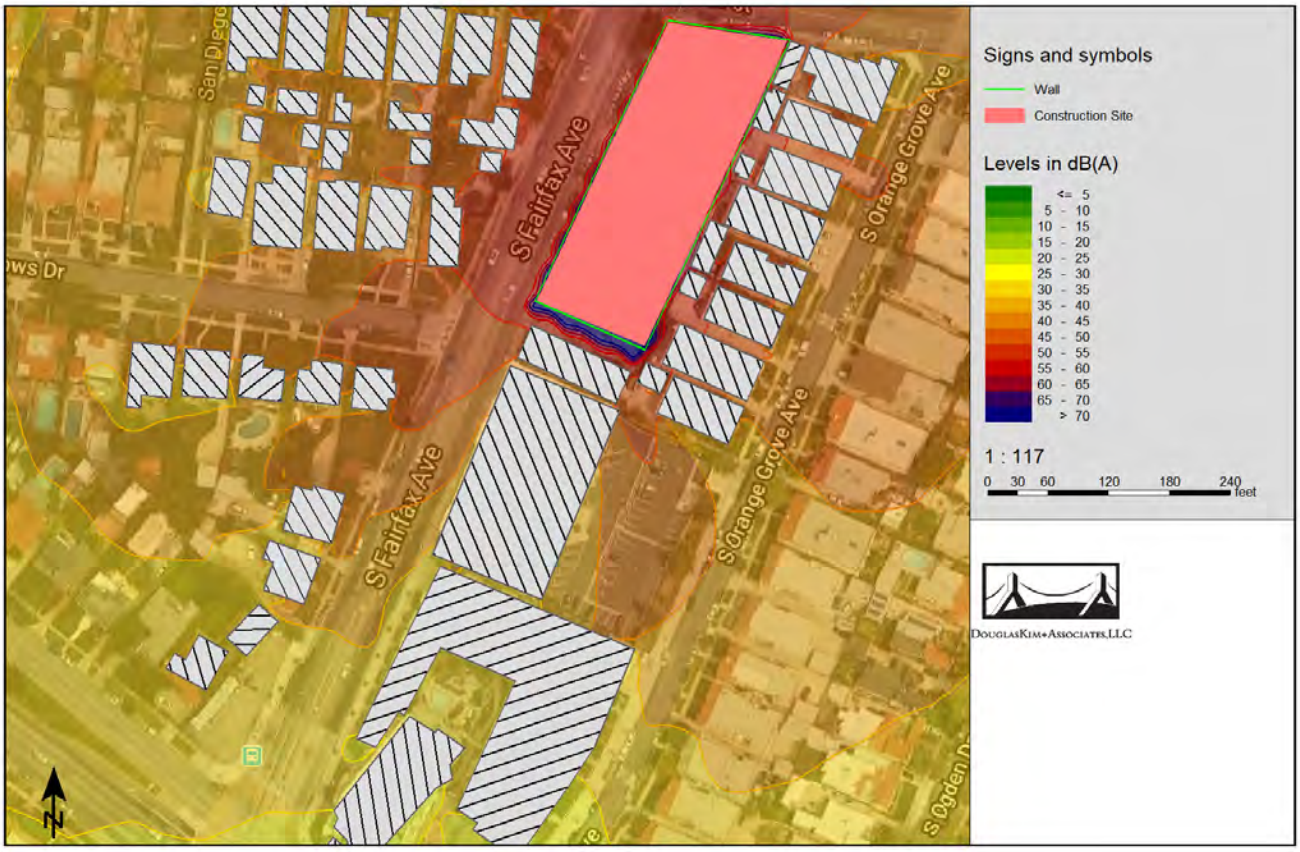
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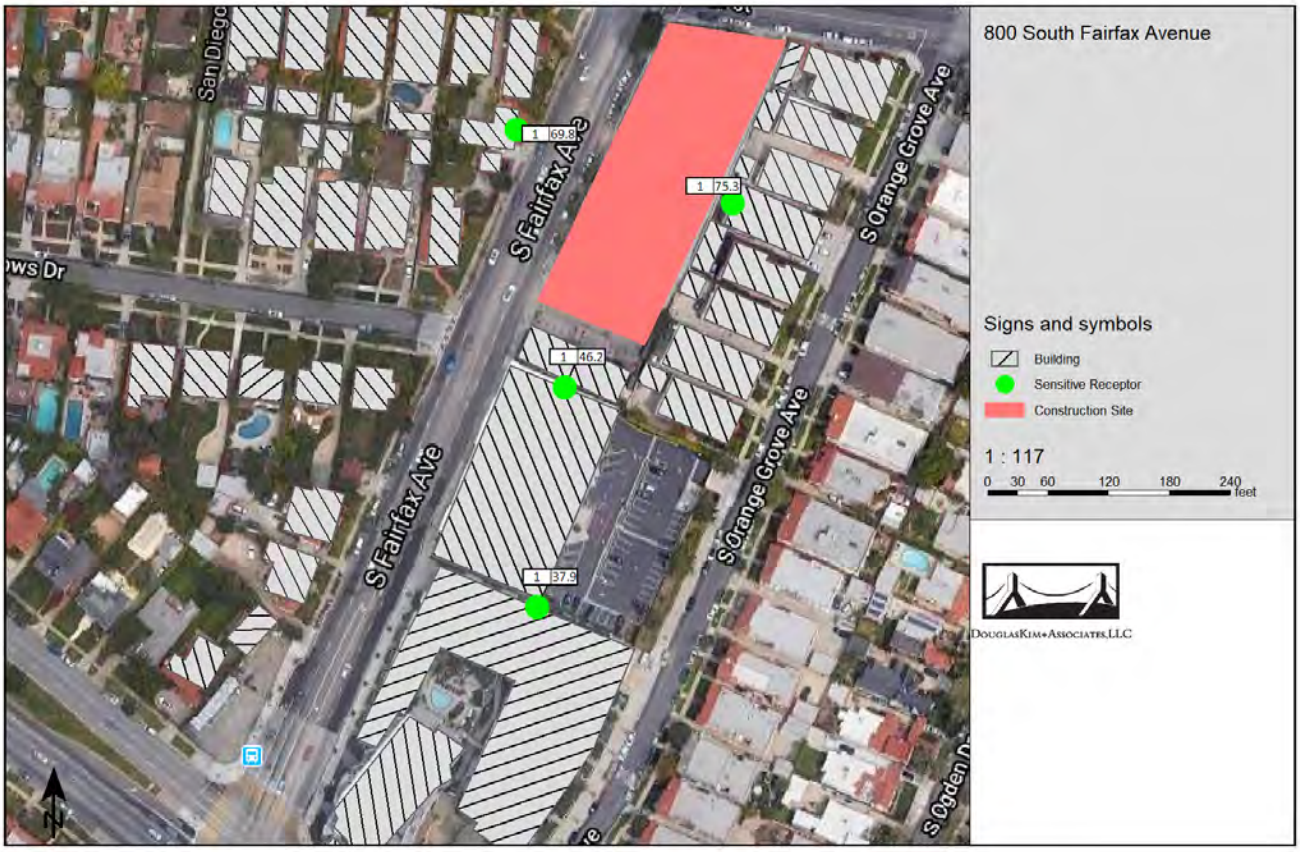
DouglasKim+Associates,LLC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Signs and symbols
Building
Sensitive Receptor
Construction Site
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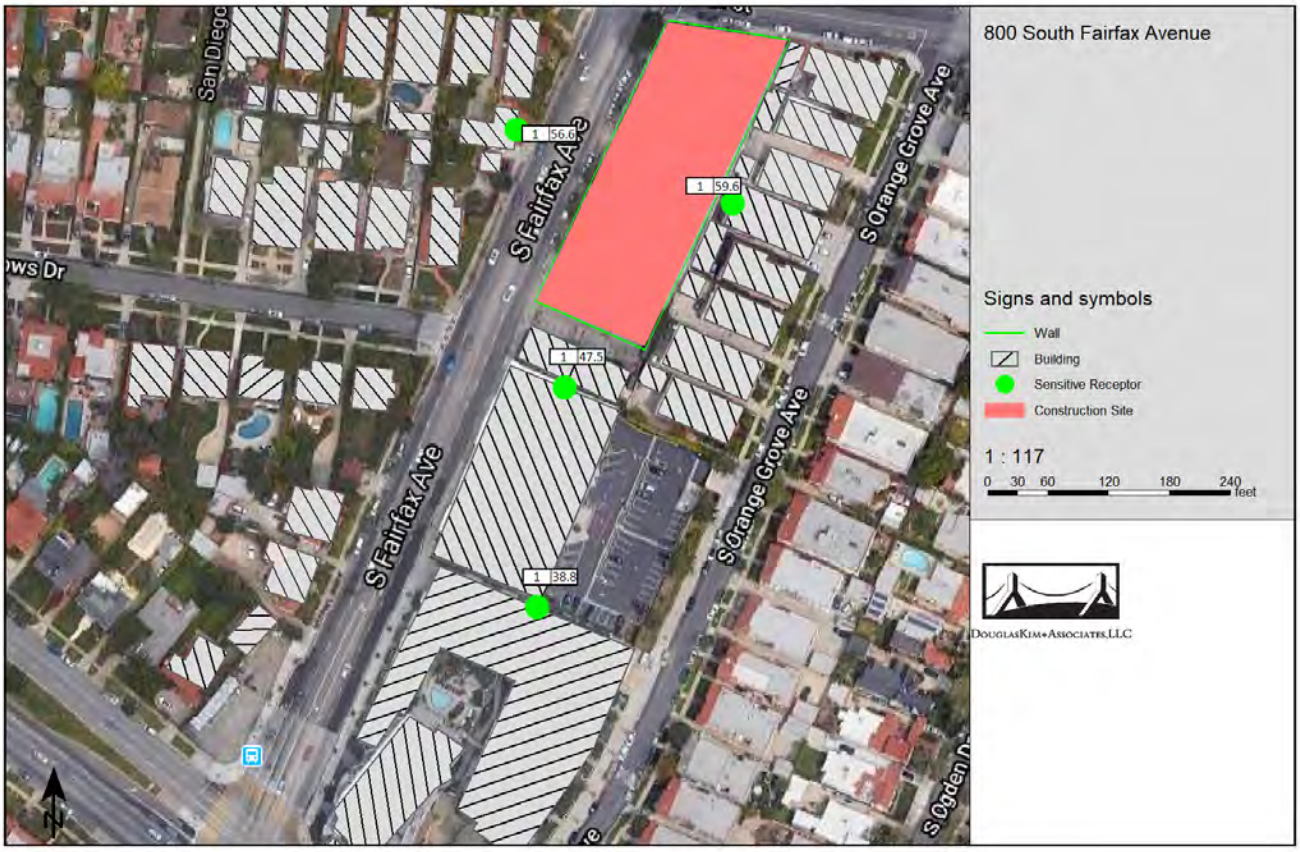
0 30 60 120 180 240
feet
N
DouglasKim+Associates,LLC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Signs and symbols
Wall
Building
Sensitive Receptor
Construction Site
1 : 117
0 30 60 120 180 240
feet
N
Douglas Kim + Associates, LLC

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OPERATIONS NOISE CALCULATIONS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	**800 South Fairfax Avenue**

Receiver Parameters	
Receiver:	**800 Block of Fairfax Avenue**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**68 dBA**

Noise Source Parameters	
Number of Noise Sources:	**1**

Noise Source Parameters		**Source 1**
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	**Avg. Number of Autos/hr**	54
Nighttime hrs	**Avg. Number of Autos/hr**	20
Distance	**Distance from Source to Receiver (ft)**	90
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	

	Noise Barrier?	No

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

Project Results Summary

Existing Ldn:	68 dBA
Total Project Ldn:	40 dBA
Total Noise Exposure:	68 dBA
Increase:	0 dB
Impact?:	None

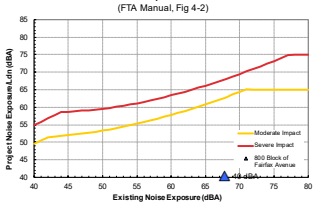
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	12 ft
Dist to Sev. Impact Contour (Source 1):	7 ft

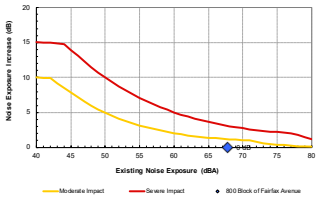
Source 1 Results

Leq(day):	37.3 dBA
Leq(night):	33.0 dBA
Ldn:	40.4 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)



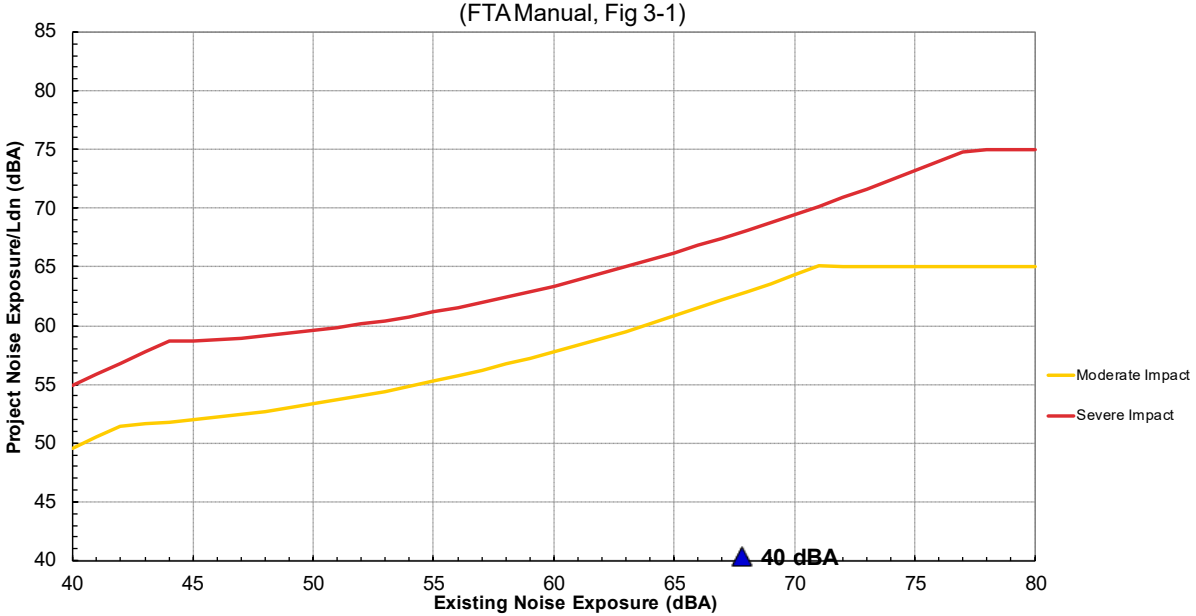
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



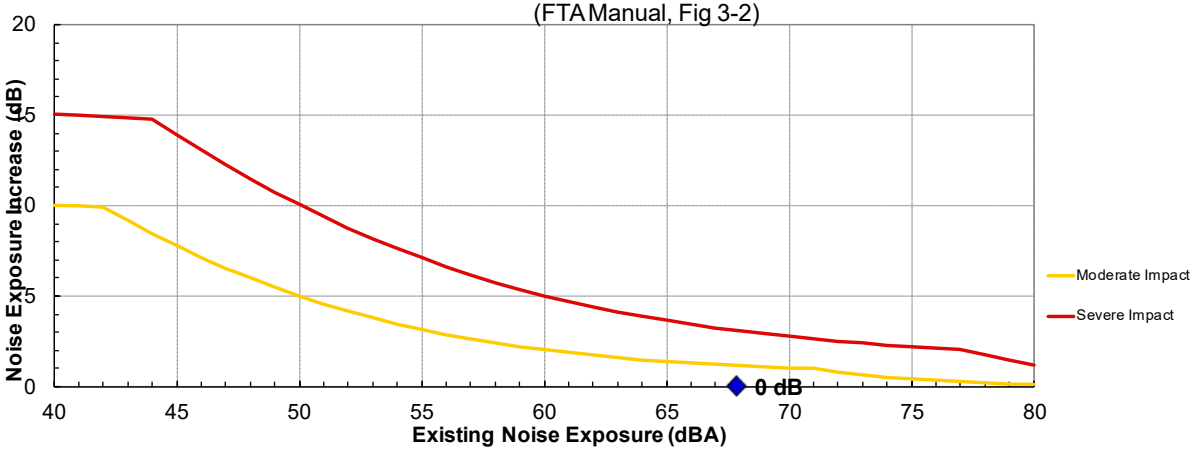
Project: 800 South Fairfax Avenue
Receiver: 800 Block of Fairfax Avenue

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	90 ft	40.4 dBA	68 dBA	62 dBA	67 dBA	None
2	--	90 ft		68 dBA	62 dBA	67 dBA	
3	--	50 ft		68 dBA	62 dBA	67 dBA	
4	--	70 ft		68 dBA	62 dBA	67 dBA	
5	--	ft		68 dBA	62 dBA	67 dBA	
6	--	ft		68 dBA	62 dBA	67 dBA	
	Combined Sources		40 dBA	68 dBA	62 dBA	67 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code			221			
Setting			Multifamily Housing (Mid-Rise)			
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

			Hourly Trips	Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	4		4
1-2 AM	0.5	0.25	2		2
2-3 AM	0.4	0.2	2		2
3-4 AM	0.7	0.35	3		3
4-5 AM	1.1	0.55	5		5
5-6 AM	3.3	1.65	15		15
6-7 AM	8.0	4	36		36
7-8 AM	14.9	7.45	66	66	
8-9 AM	12.3	6.15	55	55	
9-10 AM	8.6	4.3	38	38	
10-11 AM	7.4	3.7	33	33	
11-12 PM	9.0	4.5	40	40	
12-1 PM	9.4	4.7	42	42	
1-2 PM	8.9	4.45	40	40	
2-3 PM	10.8	5.4	48	48	
3-4 PM	11.6	5.8	52	52	
4-5 PM	16.8	8.4	75	75	
5-6 PM	20.3	10.15	90	90	
6-7 PM	15.9	7.95	71	71	
7-8 PM	12.6	6.3	56		56
8-9 PM	10.3	5.15	46		46
9-10 PM	7.7	3.85	34		34
10-11 PM	5.5	2.75	24		24
11-12 AM	3.1	1.55	14		14
ADT			890		
				54	20

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CONSTRUCTION VIBRATION CALCULATIONS

800 South Fairfax Avenue Project — Page 1

Construction Vibration: UNMITIGATED

DouglasKim+Associates,LLC

Receptor: 800 Block of South Orange Grove Avenue
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Unmitigated Vibration Level (in/sec)	**0.223**

Receptor: Tom Bergin Restaurant
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	35.5
Unmitigated Vibration Level (in/sec)	**0.063**

Receptor: Friedman Shalhevet School
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	75
Unmitigated Vibration Level (in/sec)	**0.030**

800 South Fairfax Avenue Project — Page 2

Receptor: 800 Block of South Orange Grove Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Unmitigated Vibration Level (in/sec)	**0.008**

Receptor: Tom Bergin Restaurant
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	35.5
Unmitigated Vibration Level (in/sec)	**0.002**

Receptor: Friedman Shalhevet School
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	75
Unmitigated Vibration Level (in/sec)	**0.001**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual* , September 2013.
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment* , May 2006

800 South Fairfax Avenue Project — Page 1

Construction Vibration: MITIGATED

DouglasKim+Associates,LLC

Receptor: 800 Block of South Orange Grove Avenue
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	12
Unmitigated Vibration Level (in/sec)	**0.185**

Receptor: Tom Bergin Restaurant
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	35.5
Unmitigated Vibration Level (in/sec)	**0.063**

Receptor: Friedman Shalhevet School
Equipment: Large Bulldozer, Auger Drill Rig

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	75
Unmitigated Vibration Level (in/sec)	**0.030**

800 South Fairfax Avenue Project — Page 2

Receptor: 800 Block of South Orange Grove Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	12
Unmitigated Vibration Level (in/sec)	**0.006**

Receptor: Tom Bergin Restaurant
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	35.5
Unmitigated Vibration Level (in/sec)	**0.002**

Receptor: Friedman Shalhevet School
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	75
Unmitigated Vibration Level (in/sec)	**0.001**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual* ,
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment* , May 2006

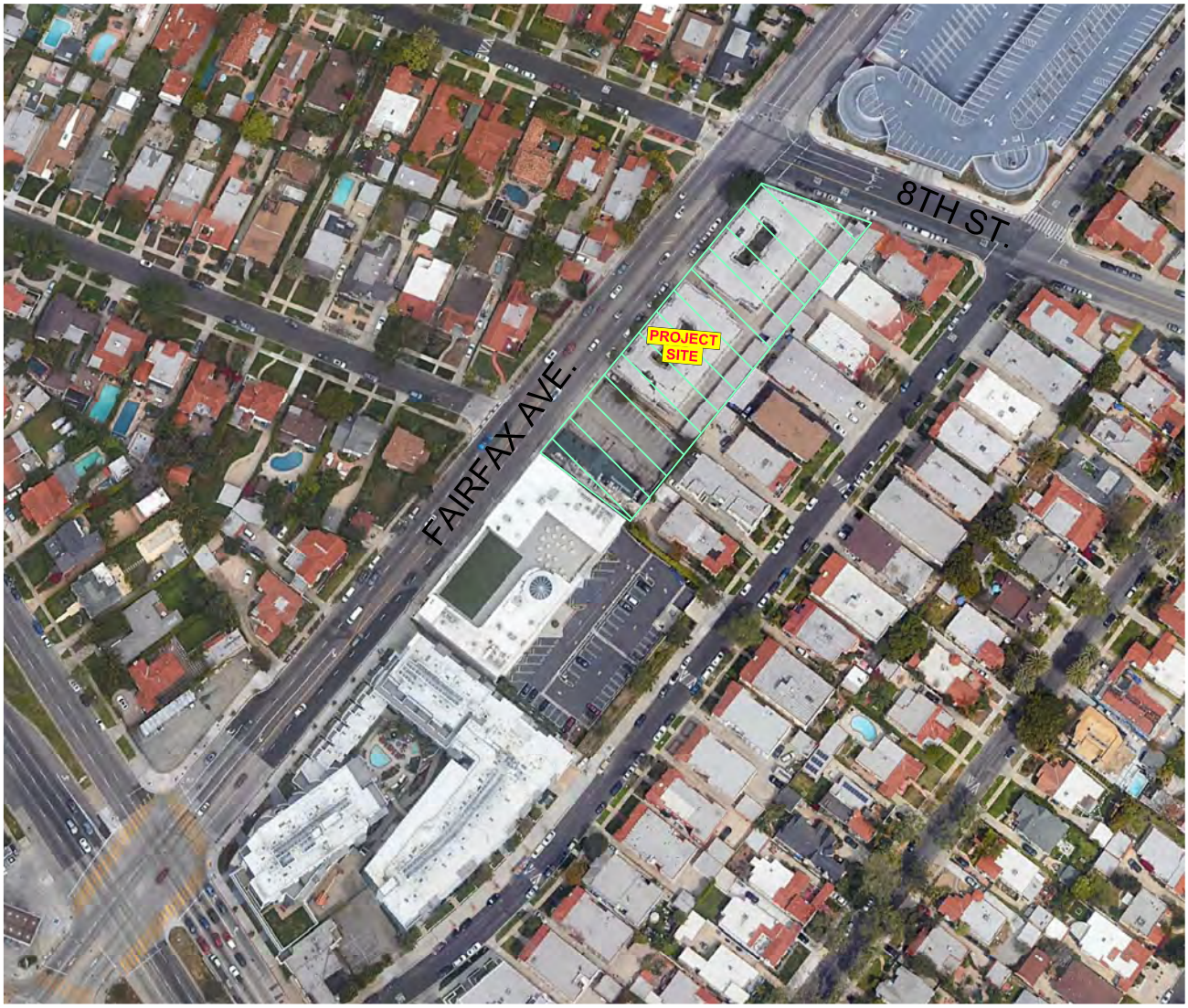
Appendix G-1

Transportation Assessment

Overland Traffic Consultants, Inc.

TRANSPORTATION ASESSMENT
RESIDENTIAL MIXED - USE BUILDING

Located at 830 - 840 S. Fairfax Avenue
in the City of Los Angeles



Prepared by:
Overland Traffic Consultants, Inc.
24325 Main Street #202
Santa Clarita, California 91321
(661) 799 - 8423

December 2019

TRANSPORTATION ASSESSMENT
FOR MIXED – USE PROJECT
(DIR-2019-7299-TOC-SPR, ENV-2019-7300-EAF, LADOT CEN 19-48898)

Located at 830 - 840 S. Fairfax Avenue
in the Wilshire Community Plan Area
of the City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(661) 799 - 8423

December 2019

EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential CEQA transportation impacts for a proposed mixed - use project located at 830 – 840 Fairfax Avenue in the Wilshire Community Plan Area, see the following aerial view for the project's location.

The Department of Transportation (LADOT) has determined that a Transportation Assessment is required for this mixed – use project (see LADOT MOU Appendix A).

Transportation Assessment CEQA and NON – CEQA Review

On July 30, 2019, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criterion in determining transportation impacts under the State's California Environmental Quality Act (CEQA). These changes are mandated by requirements of the State of California Senate Bill 743 (SB 743).

The new CEQA guidelines for evaluating transportation impacts will no longer focus on measuring automobile delay and level of service (LOS). SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. By state law, SB 743 must be adopted by the local agencies by July 2020.

The process also adds another layer of non - CEQA analysis and review for projects. The authority for requiring non - CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority.

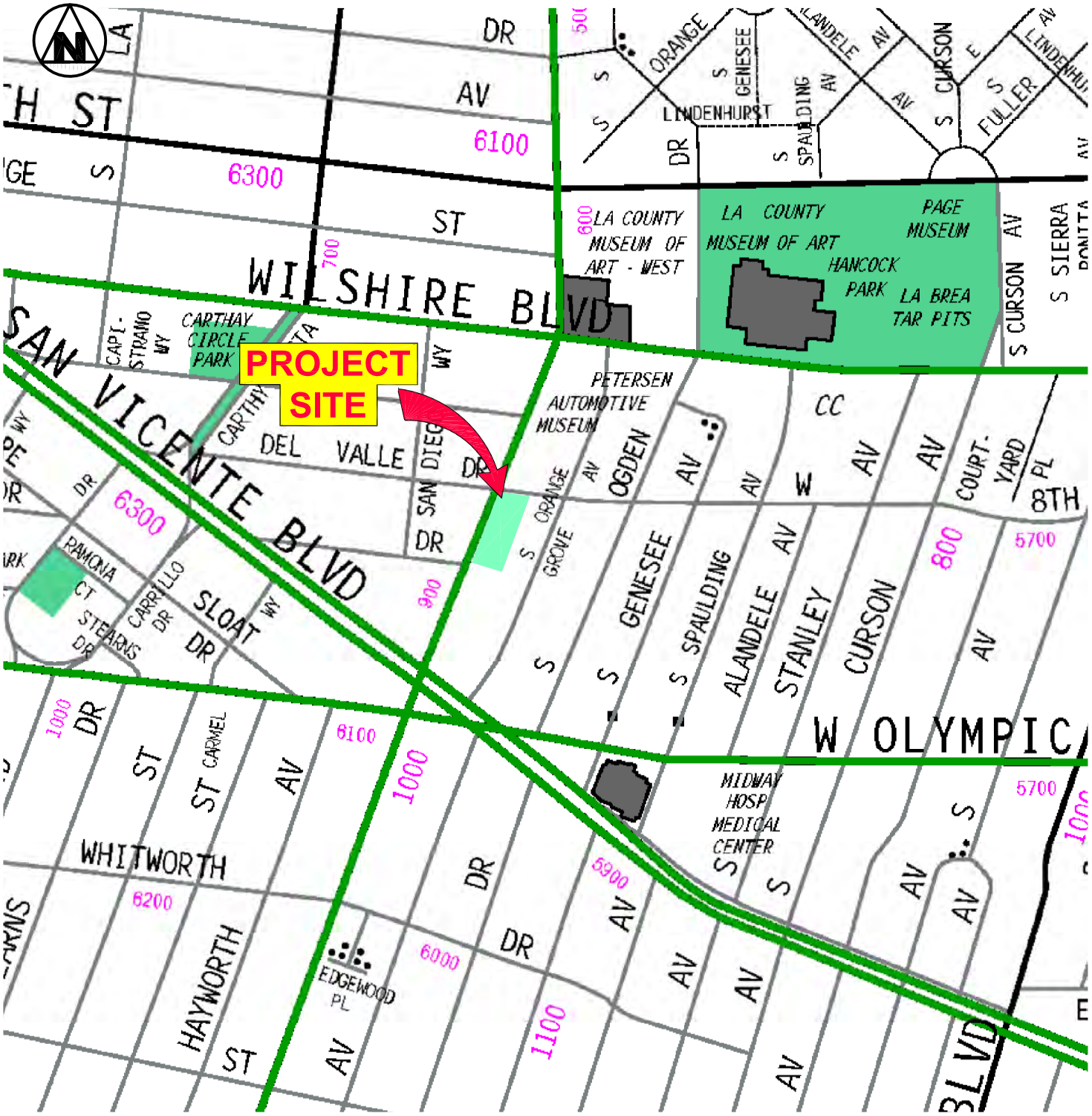


FIGURE 1

9/2019

PROJECT LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

Project Description

The project is located at 830 - 840 Fairfax Avenue in the Wilshire Community Plan area of Los Angeles. The lot area is approximately 44,602 square feet in size (1.024 acres) and currently contains two apartment buildings (21 units and 19 units) and an existing 3,829 square foot restaurant/lounge (Tom Bergin's Tavern). The apartment buildings and associated carport structure will be removed but Tom Bergin's will remain.

The mixed – use project consists of 181 residential units, 28 units affordable units, a 1,600 square foot restaurant and a 750 square foot small restaurant.

Parking and Access

The project will provide 239 automotive parking spaces in three levels of parking (38 parking spaces for the commercial which includes 23 replacement spaces for Tom Bergin's and 201 parking spaces for the residential units). Approximately 146 bike spaces are also planned (130 long term and 16 short term spaces).

Three vehicular driveways on Fairfax Avenue and one on 8th Street will be removed. New vehicle access to the parking garage will be provided via one driveway on Fairfax Avenue south of 8th Street and one driveway on 8th Street east of Fairfax Avenue.

Findings

Based on the following review of the new CEQA guidelines, no CEQA VMT impacts or significant circulation and access (non - CEQA) deficiencies were identified for the mixed - use project. Furthermore, potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.

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CHAPTER 1 INTRODUCTION

The focus of this study is to evaluate the potential traffic impact created by the increase in vehicle miles traveled (VMT) and any access and circulation deficiencies associated with the mixed – use project.

Pursuant to new LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips or increase in VMT will be required to prepare a Transportation Assessment.

The proposed project generates more than 250 daily vehicle trips and increases VMT at the site.

CEQA Review - LADOT has developed a program to calculate VMT, the VMT Calculator is a tool designed to measure whether a development project exceeds the VMT thresholds established by the City of Los Angeles. The program reports daily vehicle trips, household VMT per capita, and work VMT per employee. The VMT program also calculates VMT reductions for implementing transportation demand management (TDM) strategies.

NON - CEQA - The non - CEQA analysis for the circulation and access review evaluates traffic conditions at the project's driveways and nearby intersections for existing and future traffic conditions.

In addition, potential conflicts with other development projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects.

CHAPTER 2 PROJECT DESCRIPTION

Project Description

The project to be analyzed is located at 830 – 840 Fairfax Avenue (southeast corner of Fairfax Avenue and 8th Street) in the Wilshire Community Plan area of Los Angeles. The lot area is approximately 44,602 square feet in size (1.024 acres) and currently contains two apartment buildings (21 units and 19 units) and an existing 3,829 square foot restaurant/lounge (Tom Bergin's Tavern). The apartment buildings and associated carport structure will be removed but Tom Bergin's will remain.

The mixed – use project consists of 181 residential units, 28 units affordable units, a 1,600 square foot restaurant and a 750 square foot small restaurant.

Parking and Access

The project will provide 239 automotive parking spaces (38 parking spaces for the commercial includes 23 replacement spaces for Tom Bergin's and 201 parking spaces for the residential units) in three levels of parking. Approximately 146 bike spaces (130 long term and 16 short term spaces) are also planned.

Three driveways on Fairfax Avenue and one driveway on 8th Street will be removed. New vehicle access to the parking garage will be provided via one driveway on Fairfax Avenue south of 8th Street and one driveway on 8th Street east of Fairfax Avenue.

Figures 2a thru 2c illustrate the project site plan.

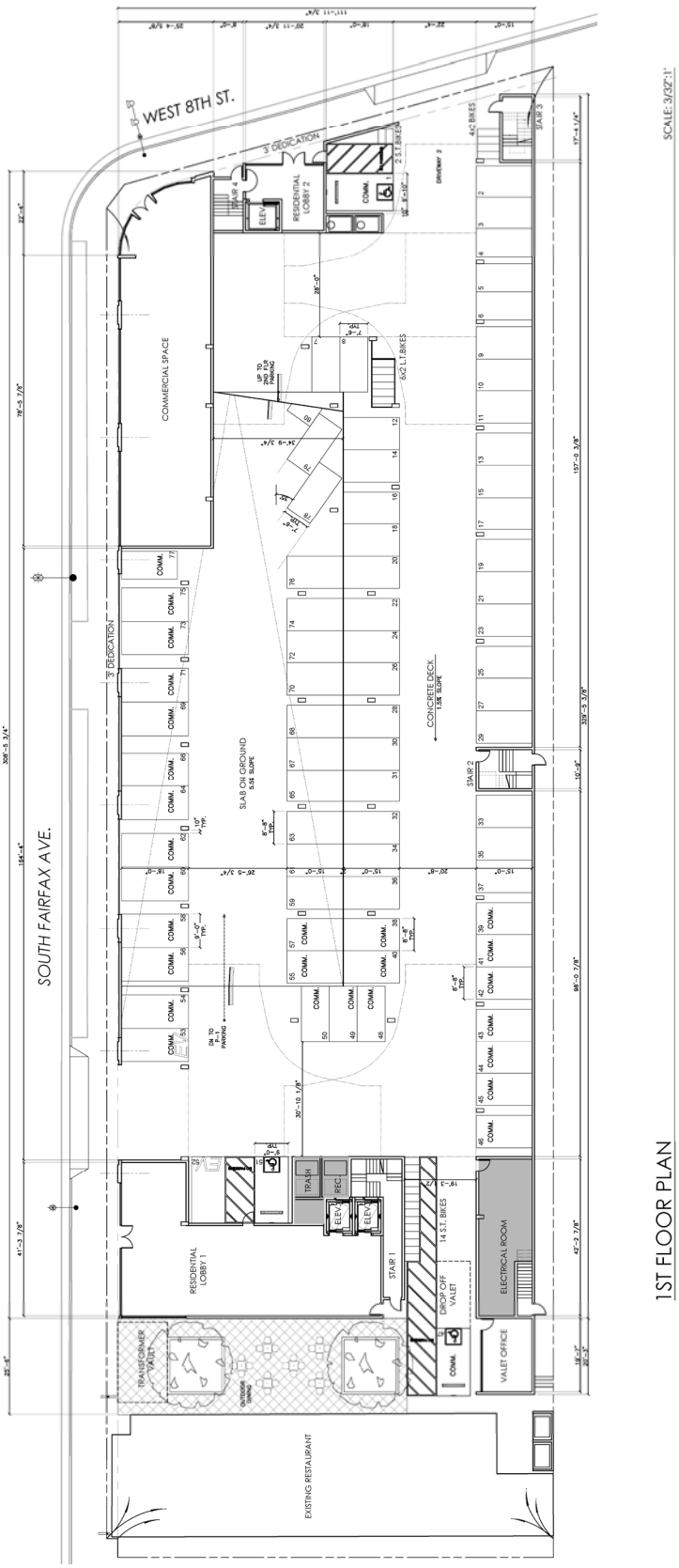


FIGURE 2a

11/2019

SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

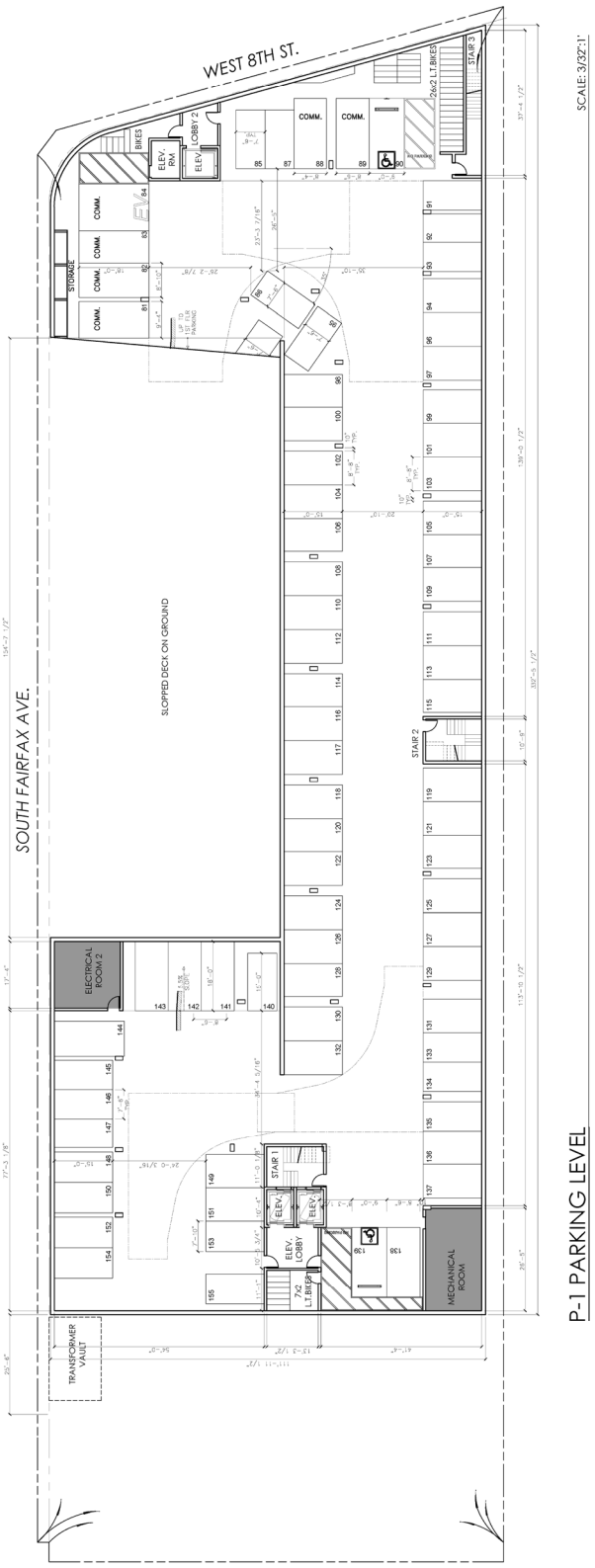


FIGURE 2b

11/2019

SITE PLAN
PARKING LEVEL P-1

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

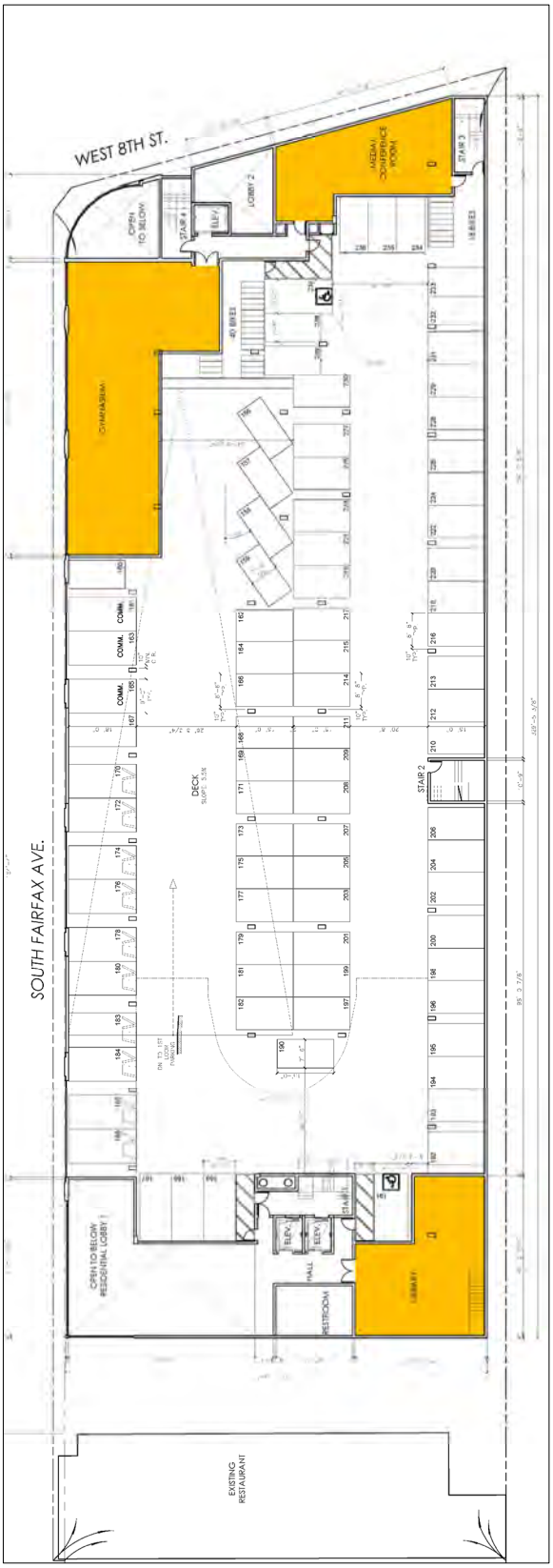


FIGURE 2c

11/2019

SITE PLAN
LEVEL 2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

CHAPTER 3 PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic - generating characteristics have been surveyed by the Institute of Transportation Engineers (ITE) and published in a handbook titled Trip Generation Manual, 10th Edition. This publication of traffic generation data is the industry standard for estimating traffic for different land uses. In addition, LADOT has adopted traffic rates for affordable apartments. The project traffic is estimated at 890 net daily trips with 70 morning and 76 afternoon peak hour trips, as shown by the trip rates in Table 1 and trip generation in Table 2.

Table 1
Traffic Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
933	Restaurant Fast Food (per 1,000 s.f.)	346.23	60%	40%	25.10	50%	50%	28.34
932	Restaurant (per 1,000 s.f.)	112.18	55%	45%	9.94	62%	38%	9.77
220	Apartments low rise (per unit)	7.32	23%	77%	0.46	63%	37%	0.56
221	Apartments mid-rise (per unit)	5.44	26%	74%	0.36	61%	39%	0.44
LADOT	Affordable Apartments (per unit)	4.08	40%	60%	0.50	55%	45%	0.34

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Proposed Project								
221	Apartments mid-rise (per unit)	181 units	985	17	48	65	49	31	80
	Transit/Walk	15%	(148)	(3)	(7)	(10)	(7)	(5)	(12)
933	Restaurant Fast Food (per 1,000 s.f.)	750 sf	260	11	8	19	11	10	21
	Transit/Walk	15%	(39)	(2)	(1)	(3)	(2)	(1)	(3)
	Pass By	50%	(110)	(5)	(3)	(8)	(5)	(4)	(9)
932	Restaurant (per 1,000 s.f.)	1,600 sf	179	9	7	16	10	6	16
	Transit/Walk	15%	(27)	(1)	(1)	(2)	(1)	(1)	(2)
	Pass By	20%	(31)	(2)	(1)	(3)	(2)	(1)	(3)
LADOT	Affordable Apartments (per unit)	28 units	114	6	8	14	5	5	10
	Street Traffic		1,183	30	58	88	58	40	98
	Driveway Traffic		1,324	37	62	99	65	45	110
	Existing								
220	Apartments	40 units	293	4	14	18	13	9	22
	Net Street Traffic		890	26	44	70	45	31	76
	Net Driveway Traffic		1,031	33	48	81	52	36	88

CHAPTER 4 CEQA TRANSPORTATION ASSESSMENT

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. In accordance with the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review. Below are the updated environmental checklist questions.

I. **Environmental Checklist Threshold T - 1**: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Projects shall be evaluated for conformance with adopted City's transportation plans and policies for all travel modes. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, including vehicular, transit, bicycle and pedestrian facilities will generally be considered consistent.

Screening Criteria for Threshold T - 1

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the VMT calculator for screening purposes, the proposed project will generate 775 net vehicle trips (931 - 156) without any TDM strategies. See Appendix F for VMT Worksheets.

1.2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?

Yes, Pursuant to the Mobility Element street standards, a 3 - foot dedication but no roadway widening would be required for Fairfax Avenue. A 3 - foot dedication but no roadway widening would also be required for 8th Street.

1.3 Is the project on a lot that is ½ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the Mobility Plan 2035) 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the Mobility Plan 2035)?

YES, The site is approximately 1.024 acres (44,602 square feet). Fairfax Avenue is designated an Avenue II roadway. Eight Street is designated a Collector street. The project's Fairfax Avenue frontage is approximately 362.76 feet in length and 124.49 feet in length along 8th Street.

CEQA Threshold T - 1 Finding

Notwithstanding the project adds vehicle trips and VMT, the proposed project does not obstruct or conflict with the City development policies and standards for the transportation system, such as the Mobility Plan 2035, Vision Zero or other planned transportation improvements. The project is not located on a High Injury Network street. Furthermore, the project is in a Transit Priority area land consistent with the objectives of the Purple Line Transit Neighborhood Plan.

A cumulative impact could occur if the project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No other development projects are proposed on the same block. Four other related projects within a one-half mile radius of the project site were found in the cumulative analysis review for this project. (See Appendix G related project information).

Therefore, the project does not have a significant transportation impact under CEQA Threshold T-1.

II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

Screening Criteria for Threshold T - 2.1

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips (same as Threshold question 1.1)

Yes, Using the VMT calculator for screening purposes, the proposed project will generate 775 net vehicle trips (931 - 156) without any TDM strategies.

2.1-2. Would the project generate a net increase in daily VMT? Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

Yes, Using the VMT calculator version 1.2, the new mixed - use project would generate a net 4,744 daily VMT (5,663 – 919). TDM strategies are not considered in the screening criteria. Appendix F contains the VMT reports.

2.1-2. Would the Project located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?

No, The location of the project is within a half mile of a future fixed rail or fixed guideway transit station. A Purple Line Station is under construction on the southside of Wilshire Boulevard between Orange Avenue and Ogden Drive less than one-quarter mile away. Furthermore, the project will not replace residential units with a smaller number of residential units, in fact, the project will add a net 169 residential units (add 209 units and remove 40 residential units).

CEQA Threshold T - 2.1 Finding

LADOT has identified thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The project's VMT are compared against the City's threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the VMT increases

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located.

This project is in the Central APC sub - area which limits daily household VMT per capita to a threshold of 6.0 and a daily work VMT per employee threshold of 7.6 (15% below the existing VMT for the Central APC).

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small scale (less than 50,000 s.f.) local serving retail/restaurant uses are assumed to have less than significant VMT impacts and a no impact determination can be made for the small scale retail/restaurant portion of the mixed – use project. Therefore, only the project's residential daily household VMT per capita is considered for the Central APC threshold criteria.

Results of the proposed project's VMT calculation shows a daily household VMT per capita value of Central APC threshold value of 6.0 with selected TDM strategies as part of the project.

Note that the daily household VMT per capita is determined by the home - based production VMT from the MXD model combined with selected TDM strategies that are part of the project. This VMT is then divided by the number of people living within the project to get the VMT per capita value.

This project includes TDM measures that reduce VMT. The reduced parking, unbundled parking, and bike parking features are regulatory compliance measures under the TOC Program and Zoning Code. The TDM measures that are part of the project are:

Reduced Parking Supply - This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by *direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code*. Permitted reductions in parking supply could utilize parking reduction mechanisms such as TOC, Density Bonus, Bike Parking ordinance, or locating in an Enterprise Zone or Specific Plan area. Reductions in parking supply could also include reductions in parting requirements due to variances sought by a project. This strategy is appropriate for use in all land-use contexts and all types of development and applies to all trip types.

Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of $75 per month and paid by the vehicle owners/drivers.

Bike Parking - Projects providing short - term and long - term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure.

III. **Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

Screening Criteria for Threshold T- 3.1

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

Yes, The project is proposing to replace 3 driveways on Fairfax Avenue with one new driveway and relocate one driveway on 8th Street.

3.2 Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

Yes, Pursuant to the Mobility Element street standards, a 3 - foot dedication but no roadway widening would be required for Fairfax Avenue. A 3 - foot dedication but no roadway widening would also be required for 8th Street.

CEQA Threshold T - 3.1 Finding

The project does not involve any design features that are unusual for the area or any incompatible uses. Project access on Fairfax Avenue has been reduced from 3 driveways to one driveway. This Fairfax Avenue driveway will be served by a median left – turn lane on Fairfax Avenue. These changes to the site access will improve traffic conditions by reducing the number of vehicle conflict points to and from Fairfax Avenue. No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. The proposed Fairfax Avenue dedication will increase the sidewalk width by 3’ from 10’ to 13’ providing for improved visibility and safer pedestrian environment.
2. A median left – turn lane is provided on Fairfax Avenue for project access.
3. The proposed 8th Street dedication will increase the sidewalk width by 3’ from 8’ to 11’ providing for improved visibility and safer pedestrian environment.
4. The site is a corner lot. The proposed access on 8th Street, a collector street is placed as far as possible from the Fairfax Avenue intersection and located approximately at the existing driveway location.

CHAPTER 5 NON - CEQA TRANSPORATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non - CEQA assessment.

Pursuant to the TAG, a delay - based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

ENVIRONMENTAL SETTING

Land Use

The project is in the Wilshire Community Plan and Mid-City West Neighborhood Council area which consists of residential, commercial, industrial, open space and public facilities. The community plan area is 8,962 acres with 23.3% single family, 31.1% multiple family, 13.6% commercial, 0.4% industrial and 31.6% devoted to open space/public facilities and streets. The land use map and land use summary table for the Wilshire Community Plan area are provided in Appendix B.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations. Appendix C contains the City of Los Angeles street standards, network maps and recent photos of the study intersections.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard II roadway is a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated collector or local streets. The standard for a collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; and the standard for a local street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Fairfax Avenue is north – south Avenue II street which calls for a 56 - foot roadway on 86 feet of right - of - way (28 - foot half roadway and 43 - foot half right - of - way). Fairfax Avenue is currently developed to a 30 - foot half roadway and 40 - foot half right - of – way. Fairfax Avenue provides two lanes in each direction, median left – left turn and on-street parking on portions of the roadway. Fairfax Avenue is included in the Transit Enhanced Network, the Tier 3 Bike Network and Pedestrian Network.

8th Street is east – west Collector street which calls for a 40 - foot roadway on 66 feet of right - of - way (20 - foot half roadway and 33 - foot half right - of - way). Eight Street is currently developed to a 22 - foot half roadway and 30 - foot half right - of – way. According to the Mobility Element Street standards for 8th Street, a 3-foot dedication but

no street widening would be required adjacent to the project site. Eight Street provides one lane in each direction and parking. At its intersection with Fairfax Avenue, 8th Street is signalized and provides one lane eastbound and 3 lanes on its approach to Fairfax Avenue. A secondary access to the Pedersen Automotive Museum parking garage is also provided on 8th Street east of Fairfax Avenue. The west leg of the intersection is Del Valle Drive, a Local street which is one-way westbound with a partial intersection closure at Fairfax Avenue preventing traffic from turning right or left from Fairfax Avenue. Eight Street and Del Valle Drive have been identified in the Neighborhood Enhanced Network map.

Wilshire Boulevard is an east – west Avenue I roadway with 2 lanes in each direction and a bus lane in each direction. Wilshire Boulevard is listed on the Transit Enhanced, Bicycle Lane Network and Pedestrian Enhanced District maps.

Olympic Boulevard is an east – west street designated a Boulevard II Divided Scenic roadway in the Mobility Plan 2035. Three lanes and bike lanes are provided in each direction. The roadway also provides a raised median island and on- street parking. Olympic Boulevard is designated as Vehicle Enhanced street.

San Vicente Boulevard is an east – west Collector street providing one lane in each direction and parking. It is a jogged intersection with a traffic signal at its intersection with Lincoln Boulevard. San Vicente Boulevard is listed on the Bicycle Lane Network map as Tier 1 bicycle lane street.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), Antelope Valley Commuter Line 786 and the City of Lod Angeles DASH Transit service. Multiple transit lines (local, Rapid and Rail) are available near – by to serve the future project.

The project site is less than 800 feet from the intersection of Wilshire Boulevard and Fairfax Avenue, a major transit stop, which is an intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods). The transit service maps are illustrated in Appendix D.

Local and Rapid Transit Service

The nearest transit stop is Metro Line 217 at the corner of 8th Street and Fairfax Avenue. Other nearby transit routes include: two Metro lines (Routes 20 and 217), Rapid lines (Routes 720 and 780) and LADOT DASH Fairfax line. Transit services are also available farther south along Olympic Boulevard.

Regional Rail Service

Under construction is the Metro Purple Line Transit project which will provide a station on the southside of Wilshire Boulevard between Orange Avenue and Ogden Drive less than one-quarter mile away.

- Transfer opportunities are available to/from the project area by these local and regional transit lines. The projected level of transit ridership by the project will not adversely affect the current or future ridership capacity of the transit services in the area

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit, Neighborhood and Pedestrian Enhanced Districts)

The Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle – Enhanced Network, Transit – Enhanced Network, Bicycle – Enhanced Network and Neighborhood – Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle – Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access.

Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all - day lane conversions of parking, and all - day turning movement restrictions or permanent access control.

- Olympic Boulevard is designated as Vehicle Enhanced street in the VEN.

Transit – Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Wilshire Boulevard is designated as a Comprehensive Transit Enhanced street which typically include transit vehicles operating in an all – day exclusive bus lane.
- Fairfax Avenue is designated as a Moderate Transit Enhanced street - typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic.

Bicycle – Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- No bike paths are identified in the study area.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- San Vicente Boulevard is listed on the Bicycle Lane Network map as Tier 1 bicycle lane street.
- Wilshire Boulevard is listed on the Bicycle Lane Network map as Tier 2 bicycle lane street.
- Fairfax Avenue is listed on the Bicycle Lane Network map as Tier 3 bicycle lane street.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right - of - way with the vehicle.

- No bike routes are identified in the study area.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists.

- Eight Street and Del Valle Drive have been identified in the NEN.

Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area has been identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on

foot instead of by car. This helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

- Wilshire Boulevard, Fairfax Avenue and Olympic Boulevard have been identified in the PED map

Mobility Plan Element Network Maps and the 2010 Bicycle Plan maps are included in Appendix E.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The project will not remove, modify or degrade any pedestrian, bicycle and transit facilities in the vicinity of the proposed project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC). A 3 - foot dedication on both adjacent streets would improve pedestrian mobility by providing wider sidewalks and visibility.

Project Intensification of Use

The project is located on Fairfax Avenue which is designated an Avenue I roadway and is included in the Transit Enhanced Network, Bike Enhanced and Pedestrian Enhanced Networks. No bike facilities are currently located along this segment of Fairfax Avenue, but are identified as a potential future Tier 3 bike facility. Pedestrian facilities i.e., sidewalk will be widened between 3 feet in width adjacent to the project site. An existing traffic signal with marked crosswalks on the north and east provide a safe pedestrian crossing at the intersection of Fairfax Avenue and 8th Street.

Per the VMT calculator, the project would have a residential population of approximately 496 person and 11 employees. This level of intensification would not require any additional facilities to be constructed.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic - related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

This segment of Fairfax Avenue is not part of the High Injury Network, see Appendix C.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Operational Evaluation –

Criteria - Per the TAG, the Transportation Assessment should include a quantitative evaluation of the project's expected access and circulation operations. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is

defined as the condition where traffic queues between closely - spaced intersections and impedes the flow of traffic through upstream intersections.

Evaluation - The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements.

The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades in terms of vehicle delay are shown in Table 3.

Table 3
Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

Analysis of Existing and Future Traffic Conditions

Existing and future traffic volumes have been developed to analyze future traffic conditions after completion of the project. Traffic conditions at the proposed driveways on Fairfax Avenue and at 8th Street have been evaluated for future cumulative conditions as shown in the Table 4 below. As shown, the proposed driveways are expected to operate at LOS C or better during both the afternoon and morning peak hours.

Table 4
Traffic Conditions for Project Driveways

		Future (2023) With Project	
Intersection	Peak Hour	Delay	LOS
Fairfax Avenue & Project Driveway	AM	17.9	C
	PM	17.1	C
8th Street & Project Driveway	AM	14.3	B
	PM	17.3	C

The circulation deficiency evaluation has been calculated at 5 nearby intersections. The project's traffic effect on these intersections has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2023 study year. Intersections studied are listed below:

1. Fairfax Avenue and Wilshire Boulevard;
2. Fairfax Avenue and 8th Street / Del Valle Drive;
3. Fairfax Avenue and San Vicente Boulevard;
4. Fairfax Avenue and Olympic Boulevard; and
5. Olympic Boulevard and San Vicente Boulevard.

Table 5 contains the results of the existing plus project traffic conditions at the five study intersections.

Table 5
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing Delay	Existing LOS	Existing + Project Delay	Existing + Project LOS
1	Fairfax Avenue &	AM	81.6	F	81.9	F
	Wilshire Boulevard	PM	65.9	E	66.7	E
2	Fairfax Avenue &	AM	8.6	A	9.2	A
	8th Street / Del Valle Dr	PM	14.2	B	16.2	B
3	Fairfax Avenue &	AM	20.8	C	21.0	C
	San Vicente Boulevard	PM	24.3	C	25.0	C
4	Fairfax Avenue &	AM	33.3	C	37.7	D
	Olympic Boulevard	PM	21.4	C	21.6	C
5	Olympic Boulevard &	AM	26.9	C	26.9	C
	San Vicente Boulevard	PM	29.3	C	29.3	C

The future cumulative analysis includes other foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. It should be noted that this project or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed projects. Table 6 contains the results of the future cumulative plus project traffic conditions at the five study intersections.

Table 6
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2023) Without Project Delay	Future (2023) Without Project LOS	Future (2023) With Project Delay	Future (2023) With Project LOS
1	Fairfax Avenue &	AM	99.6	F	100.2	F
	Wilshire Boulevard	PM	86.7	F	87.5	F
2	Fairfax Avenue &	AM	9.6	A	9.8	A
	8th Street / Del Valle Dr	PM	19.4	B	23.6	C
3	Fairfax Avenue &	AM	21.4	C	21.6	C
	San Vicente Boulevard	PM	24.6	C	24.6	C
4	Fairfax Avenue &	AM	48.4	D	50.1	D
	Olympic Boulevard	PM	23.0	C	23.9	C
5	Olympic Boulevard &	AM	27.7	C	27.8	C
	San Vicente Boulevard	PM	29.7	C	31.2	C

The locations of four related projects and the peak hour trips generated are shown in Appendix G. Appendix H contains the study intersection characteristics, traffic peak hour data, project traffic assignment, existing and future traffic flow maps and LOS worksheets.

Findings

Based on the traffic conditions analysis, no project access and circulation constraints have been identified. The project's traffic would not contribute to unacceptable queuing on Fairfax Avenue or 8th Street or would cause or substantially extend queuing at the project's driveways.

The results of this evaluation show that the mixed - use project will not create any non – CEQA traffic deficiencies on the existing streets or near - by intersections, pedestrian, bicycle, and transit facilities.

Safety Evaluation

Replacing three existing driveways on Fairfax Avenue with one driveway will improve access conditions and reduce the number of vehicle conflicts with pedestrians and other vehicles along Fairfax Avenue. A median left turn lane provides access from Fairfax Avenue. No access deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All parking is located on – site in a parking garage. It is anticipated that all loading will occur from within the parking garage where a valet loading area has been identified on the ground level. In addition, there is an existing passenger loading zone on Fairfax Avenue near the Tom Bergin's Tavern.

Construction Overview

As part of the project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The project's potential construction impacts may involve temporary construction activities within a roadway that would cause lane or street closures and a temporary loss of on - street parking. However, most of the construction activity would occur on – site.

Construction workers are typically expected to arrive at the project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.

Temporary traffic impacts from construction may occur during the non - peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

Construction activities are expected to be contained within the existing project site. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

During demolition, truck traffic would be coming to and going from the project site throughout the day (except for peak hours), with truck staging occurring on - site through most of the construction period. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.

The project applicant will be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits.

APPENDIX A

LADOT MOU FORM

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 830 - 840 Fairfax Avenue

Project Address: 800 S. Fairfax Avenue

Project Description: Construct 209 apartments (181 market rate units and 28 affordable units), 1,600 sf restaurant and 750 sf small restaurant. Remove 40 apartments.

LADOT Project Case Number: CEN19-188898 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 20 % S 15 % E 32 % W 33 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10TH EDITION

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	
Transportation Demand Management		☒
Existing Active Land Use	☒	
Previous Land Use		☒
Internal Trip	☒	
Pass-By Trip	☒	

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	26	44	70
PM Trips	45	31	76

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient Growth Rate: 1% % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Fairfax Avenue and Wilshire Boulevard
2 Fairfax Avenue and 8th Street
3 Fairfax Avenue and San Vicente Boulevard
4 Fairfax Avenue and Olympic Boulevard
5 Olympic Boulevard and San Vicente Boulevard

Is this Project located on a street within the High Injury Network? ☒ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Overland Traffic Consultants, Inc. Attn: Jerry Overland	Wiseman Residential, Attn: Michael Cohanzad
Address:	24325 Main Street #202, Santa Clarita CA 91321	11601 Santa Monica Blvd, Los Angeles, CA 90025
Phone Number:	(310) 930-3303, (661) 799-8423	(310) 914-5555
E-Mail:	Jerry@overlandtraffic.com	Michael@wisemanresidential.com

Approved by:	x	Consultant's Representative	Date	x	LADOT Representative	*Date
			10-1-2019			10/15/2019

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

APPENDIX B

COMMUNITY PLAN LAND USE MAPS

9/2019

PROJECT LOCATION
IN WILSHIRE COMMUNITY PLAN AREA

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

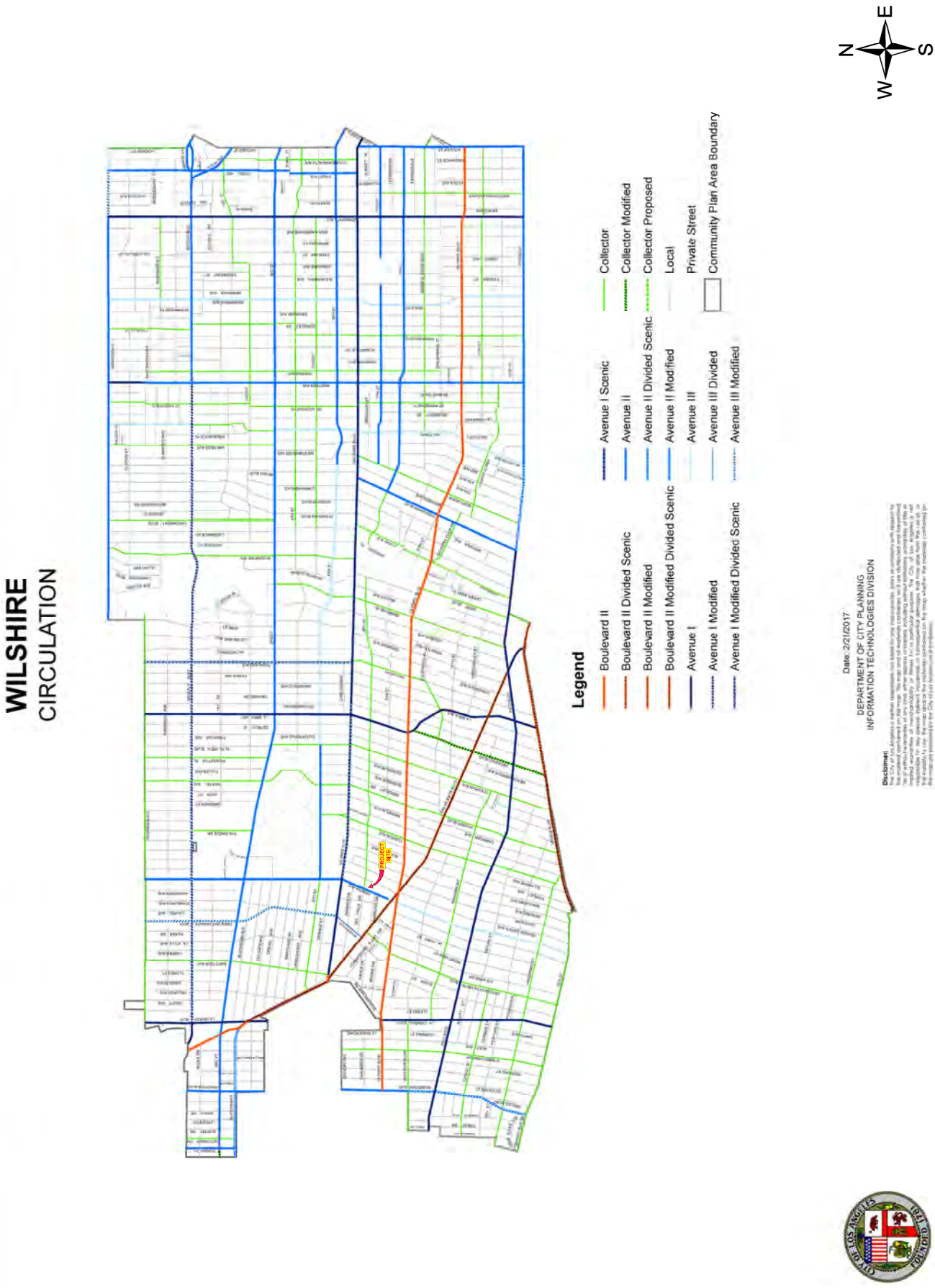
WILSHIRE

SUMMARY OF LAND USE

CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					2,078	23.2
	Very Low I	RE20, RA	23	1.1		
	Very Low II	RE15, RE11	347	16.7		
	Low I	RE9	118	5.7		
	Low II	R1, RS, RD6	1,590	76.5		
Multiple Family					2,788	31.1
	Low Medium I	R2,RD3, RD4,RZ3, RZ4,	571	20.5		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	305	11.0		
	Medium	R3	1,145	41.1		
	High Medium	R4	767	27.5		
COMMERCIAL					1,222	13.6
	Limited	CR, C1, C1.5, P	49	4.0		
	General	C1.5, C2, C4, P	347	28.4		
	Neighborhood	C1, C1.5, C2, C4, P	311	25.4		
	Community	CR, C2, C4, P, PB	183	15.0		
	Regional Center	CR, C1.5, C2, C4,R3, R4,	332	27.2		
INDUSTRIAL					40	0.4
	Limited	CM, MR1, M1, P	40	100.0		
OPEN SPACE/PUBLIC FACILITIES					412	4.6
	Open Space	OS, A1	190	46.1		
	Public Facilities	PF	222	53.9		
STREETS					2,422	27.0
	Private Street		38	1.6		
	Public Street		2,384	98.4		
TOTAL					8,962	100.0

APPENDIX C

STREET STANDARDS, CIRCULATION AND HIGH INJURY NETWORK MAP

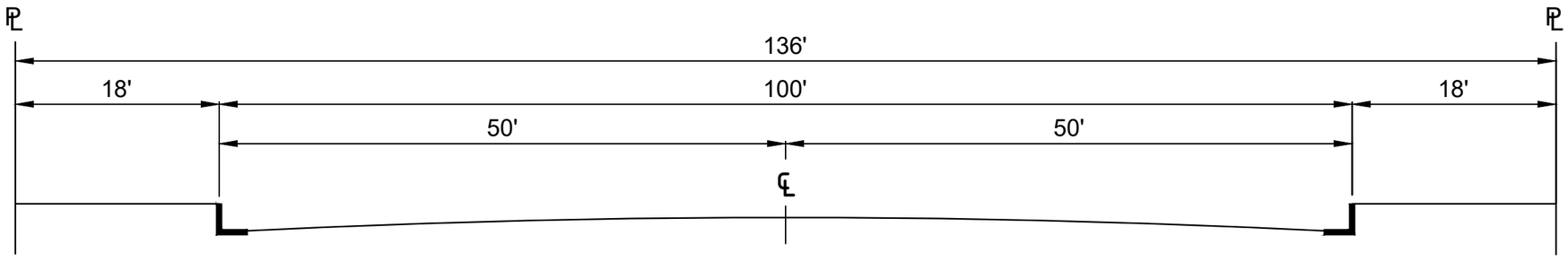


9/2019

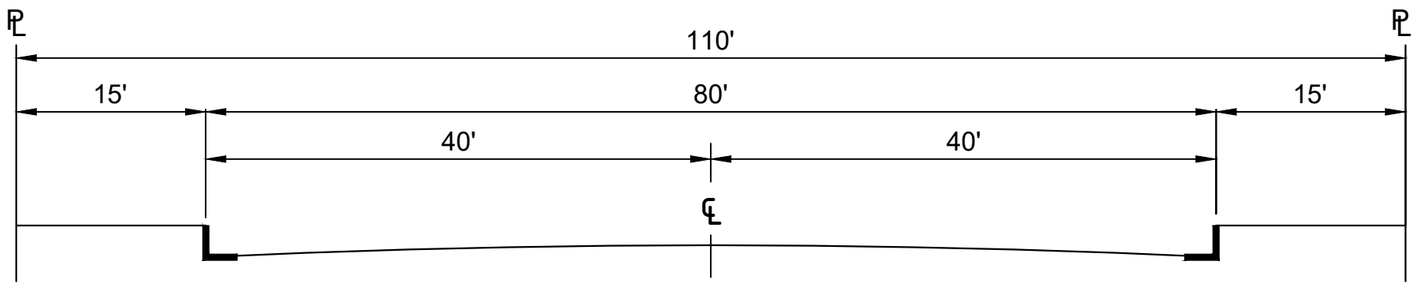
PROJECT LOCATION CIRCULATION ELEMENT
IN WILSHIRE COMMUNITY PLAN AREA

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

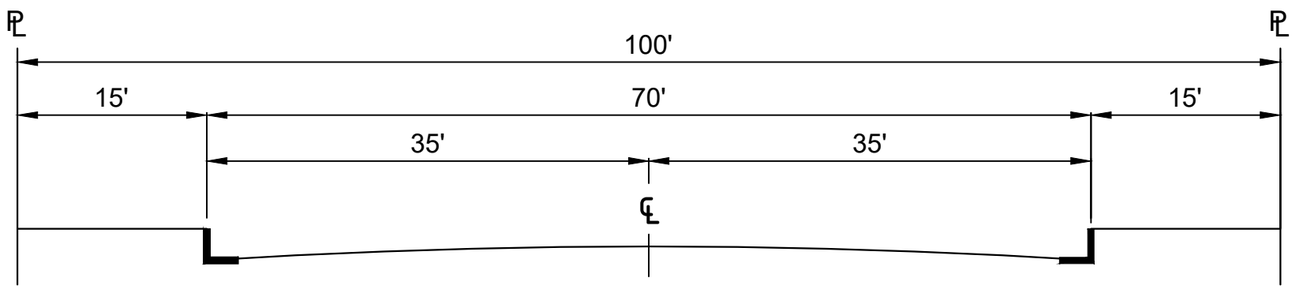
ARTERIAL STREETS



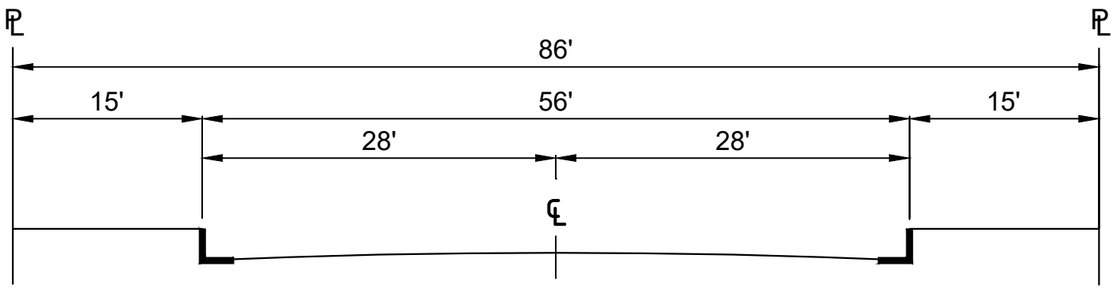
BOULEVARD I (MAJOR HIGHWAY CLASS I)



BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



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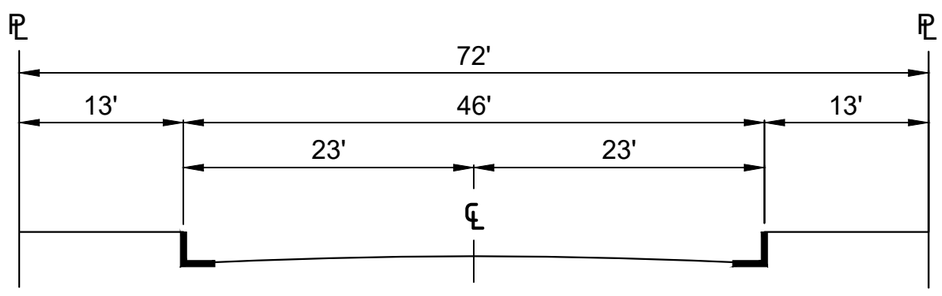


AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING

DEPARTMENT OF PUBLIC WORKS

CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

STANDARD PLAN
S-470-1

PREPARED

HAMID MADANI, P.E.
BUREAU OF ENGINEERING

CHECKED

RAFFI MASSABKI, P.E.
BUREAU OF ENGINEERING

SUBMITTED

SAMARA ALI-AHMAD, P.E. DATE
ENGINEER OF DESIGN
BUREAU OF ENGINEERING

KENNETH REDD, P.E. DATE
DEPUTY CITY ENGINEER

APPROVED

GARY LEE MOORE, P.E., ENV. SP. DATE
CITY ENGINEER

DEPARTMENT OF TRANSPORTATION DATE
GENERAL MANAGER

DIRECTOR OF PLANNING DATE

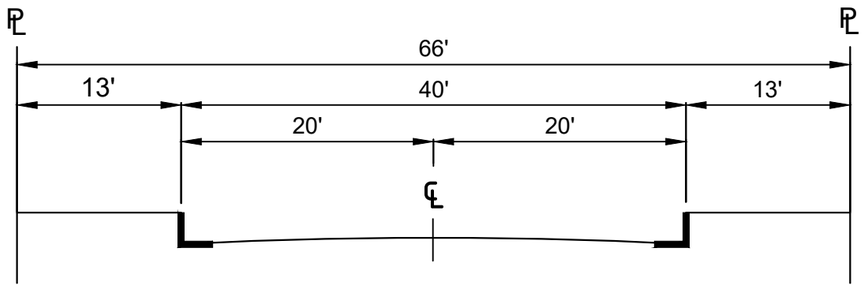
REGISTERED PROFESSIONAL ENGINEER
GARY LEE MOORE
No. C-49446
Exp.
CIVIL
STATE OF CALIFORNIA

SUPERSEDES	REFERENCES
D-22549 S-470-0	

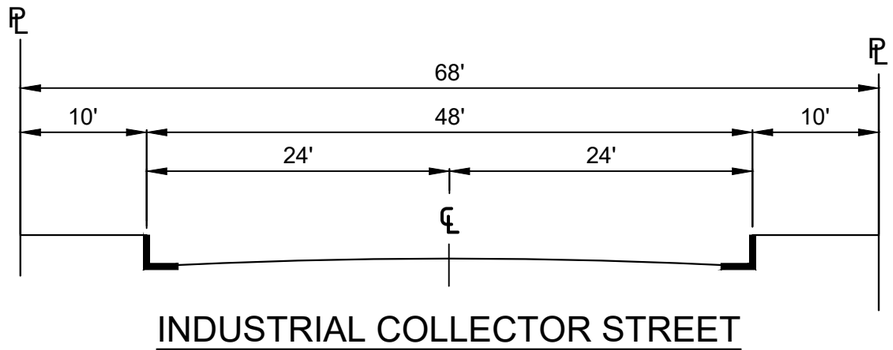
VAULT INDEX NUMBER:

SHEET 1 OF 4 SHEETS

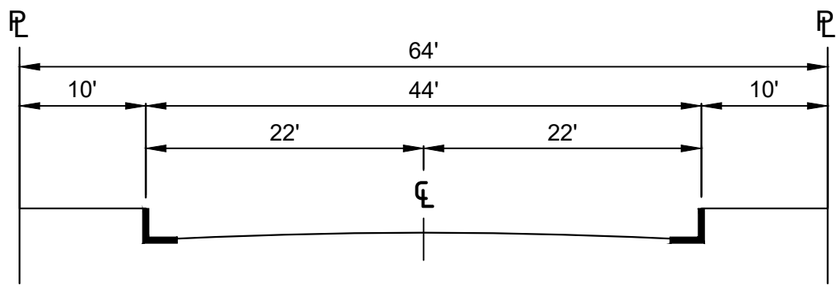
NON-ARTERIAL STREETS



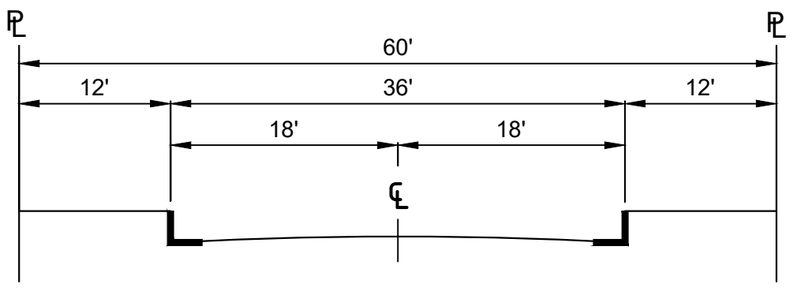
COLLECTOR STREET



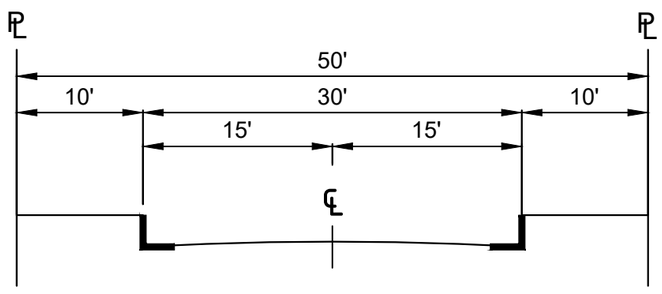
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

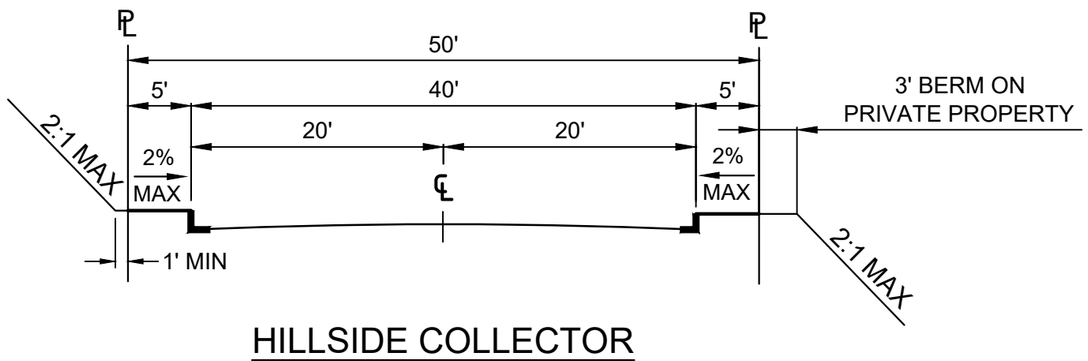


LOCAL STREET - STANDARD

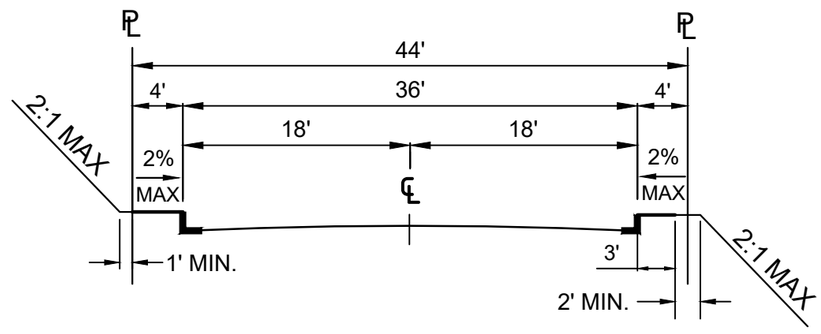


LOCAL STREET - LIMITED

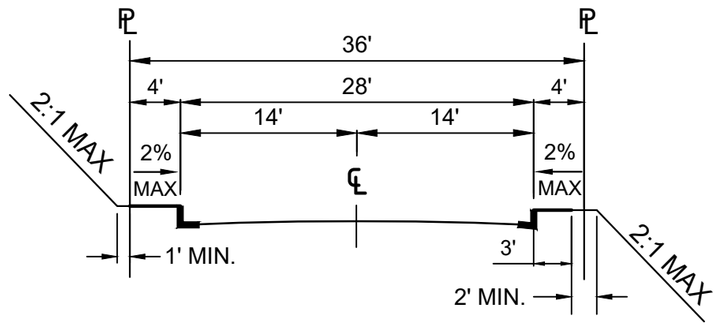
HILLSIDE STREETS



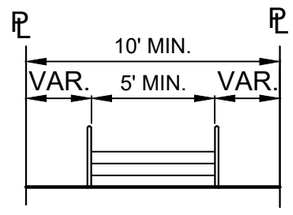
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

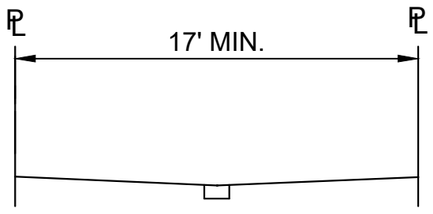


PUBLIC STAIRWAY

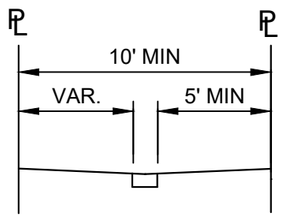
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

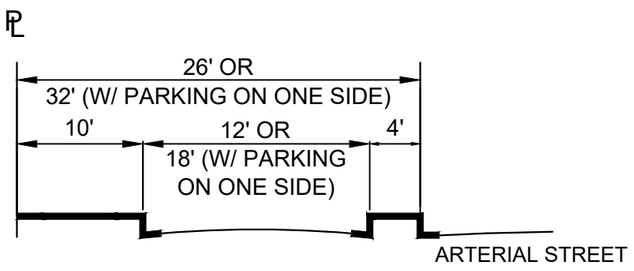
OTHER PUBLIC RIGHTS-OF-WAY



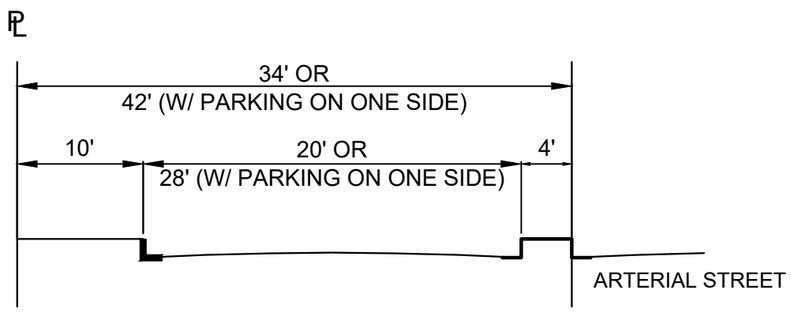
SHARED STREET



PEDESTRIAN WALKWAY

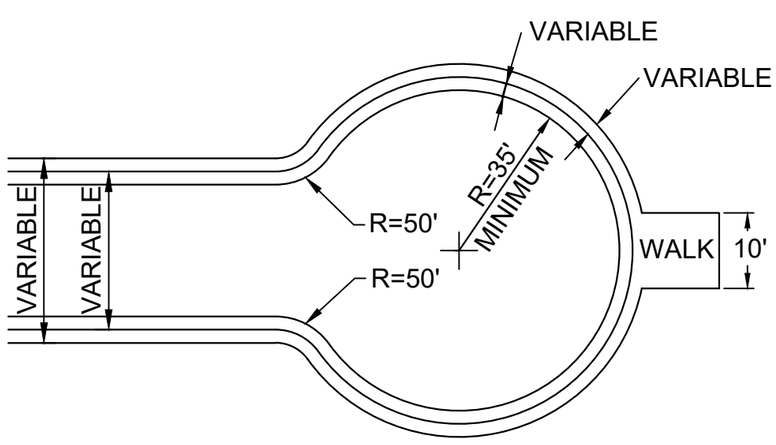


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

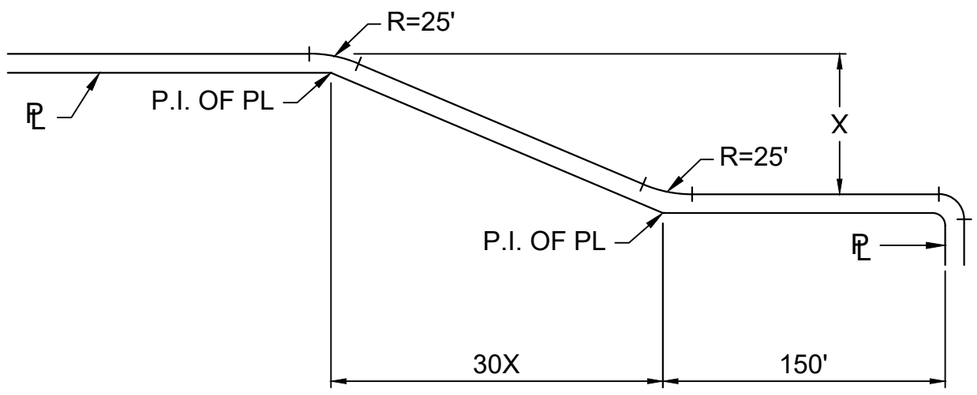
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

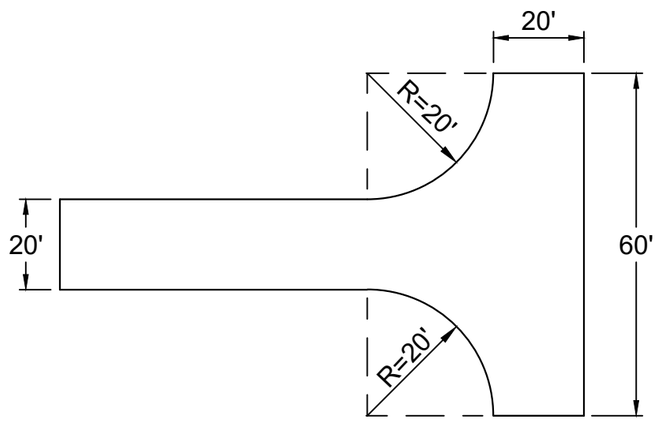
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

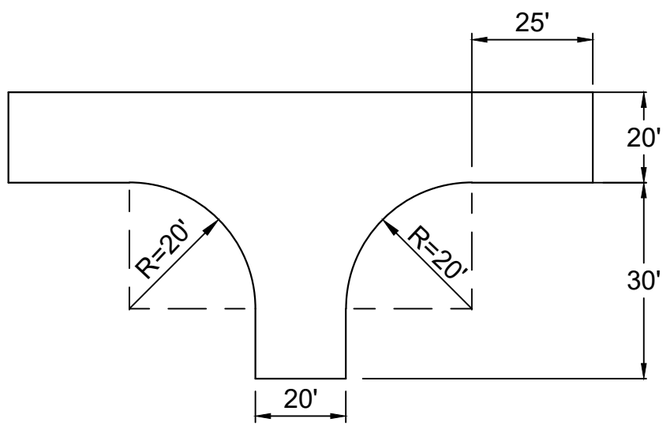


STANDARD FLARE SECTION
(PLAN VIEW)

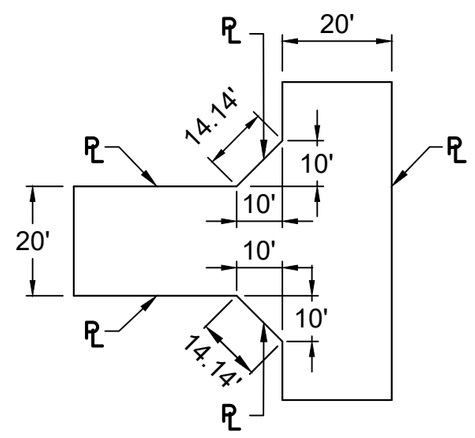
ALLEYS



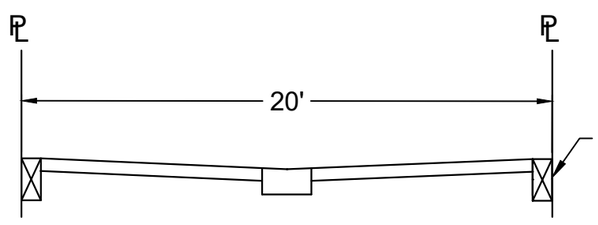
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

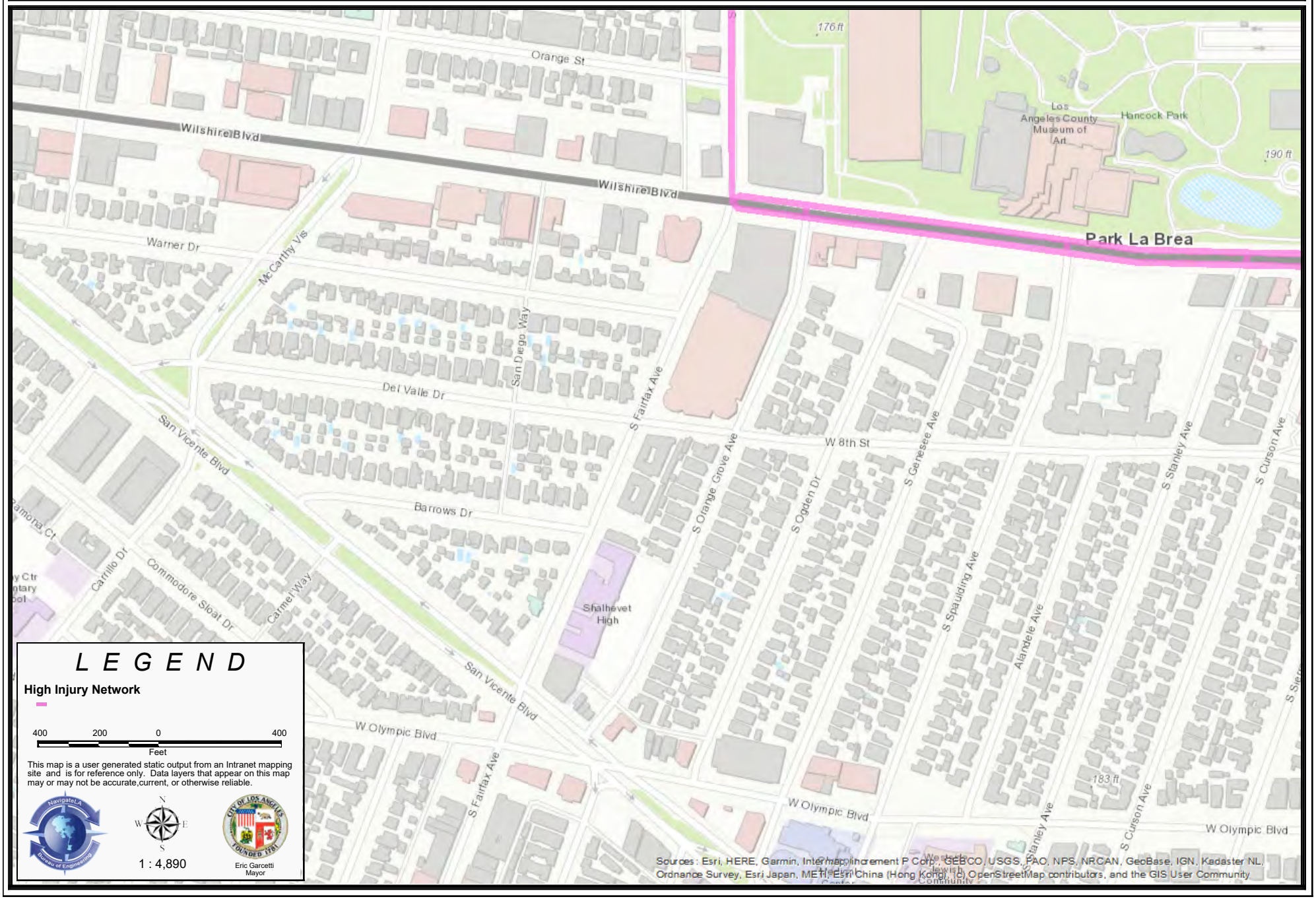
STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

9/2019

132B177 CADASTRAL MAP

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

HIGH INJURY NETWORK



L E G E N D

High Injury Network

400 200 0 400

Feet

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

1 : 4,890

Eric Garcetti
Mayor


Wilshire Boulevard and Fairfax Avenue
Write a description for your map.
Wilshire Blvd
Google Earth
© 2018 Google


Fairfax Avenue and 8th Street / Del Valle Drive
Write a description for your map.
Del Valle Dr
S Fairfax Ave
S Orange Grove Ave
Google Earth
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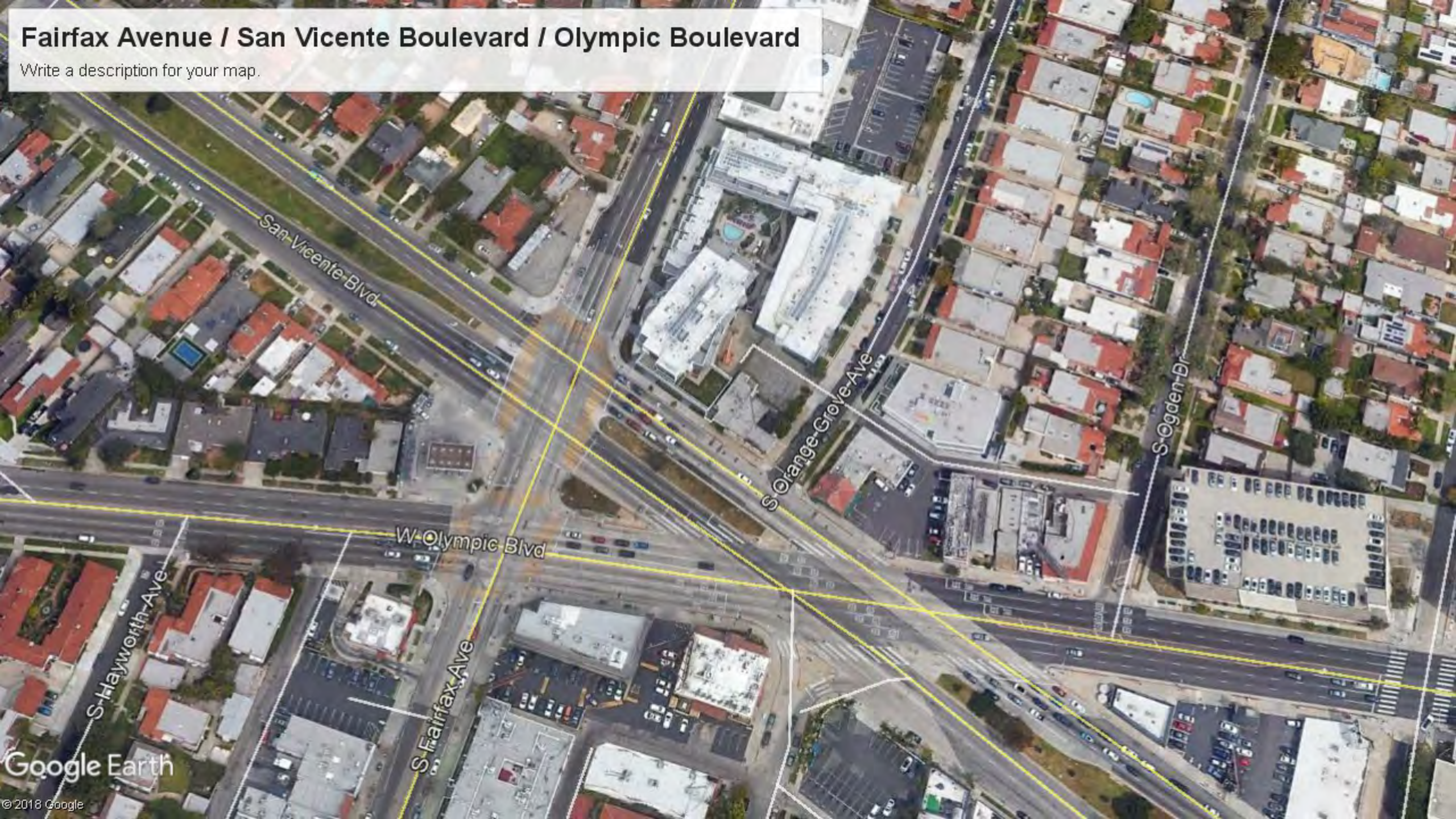
Fairfax Avenue / San Vicente Boulevard / Olympic Boulevard
Write a description for your map.
San Vicente Blvd
W Olympic Blvd
S Orange Grove Ave
S Ogden Dr
S Hayworth Ave
S Fairfax Ave
Google Earth
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APPENDIX D

TRANSIT ROUTES

9/2019

PROJECT LOCATION
METRO TRANSIT SYSTEM MAP

Overland Traffic Consultants, Inc.
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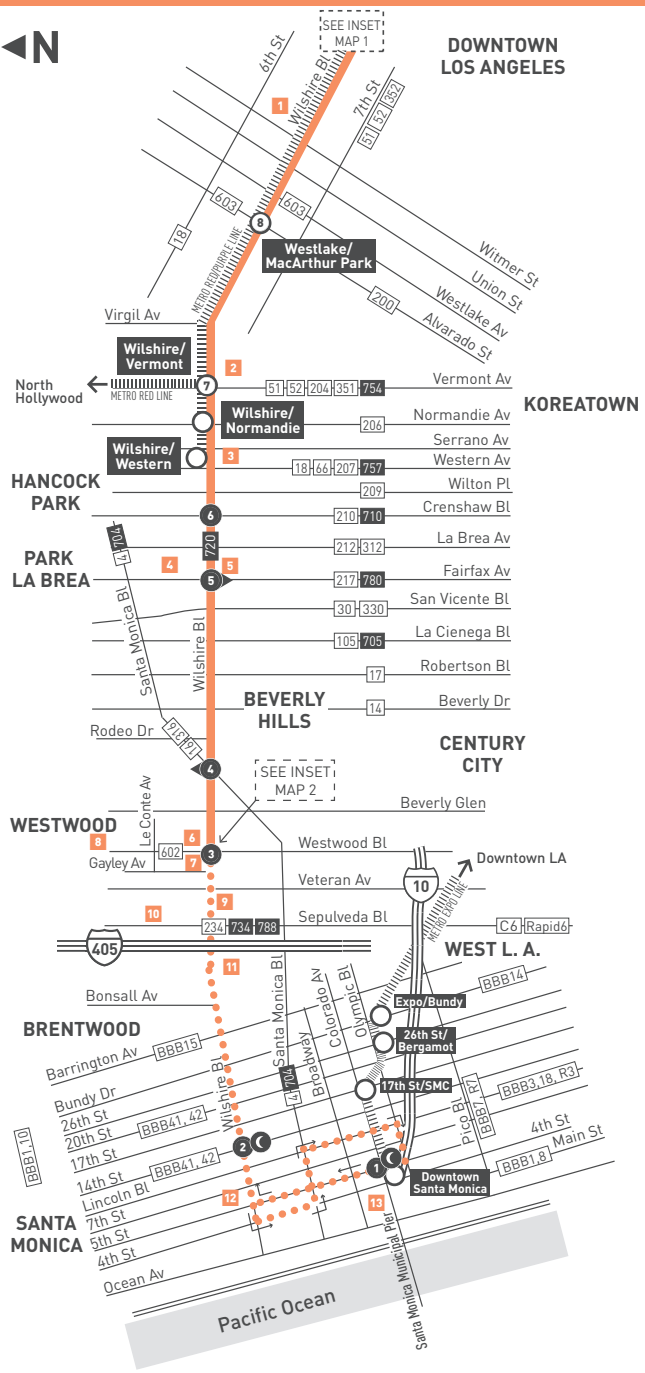
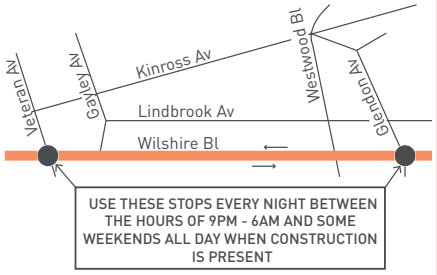
(661) 799-8423 OTC@overlandtraffic.com

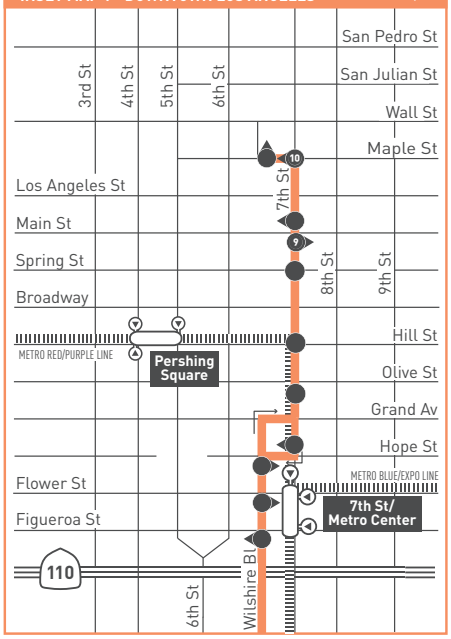
ROUTE MAP



INSET MAP 2 - WESTWOOD



INSET MAP 1 - DOWNTOWN LOS ANGELES



INSET 1 – DOWNTOWN LOS ANGELES

- Line 20 Route
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

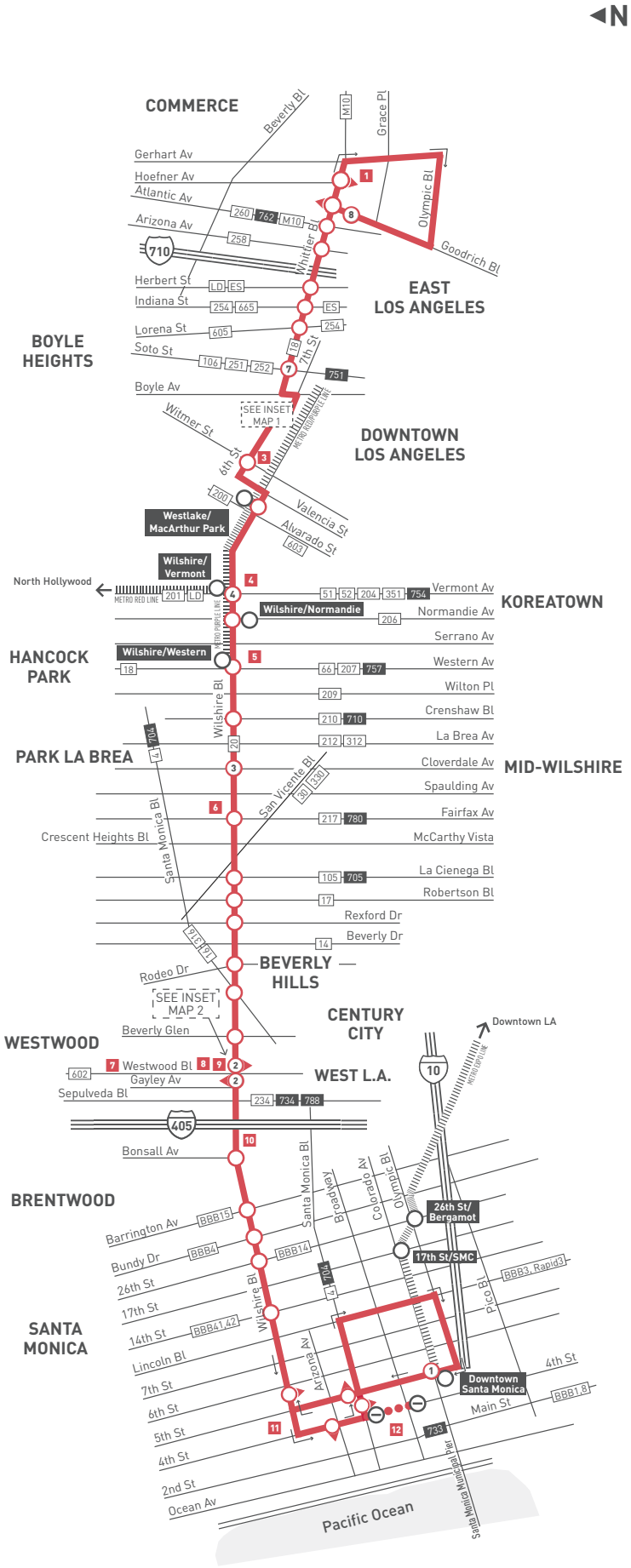
LEGEND

- Line 20 Route
- Line 20 Am, Eve/Owl Trips
- Early Am, Eve/Owl Timepoint
- Local Stop
- Local Stop - Single Direction Only
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- # Metro Rail / Busway Station & Timepoint
- Metro Rail Station
- Metro Rail
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- SC Santa Clarita Transit

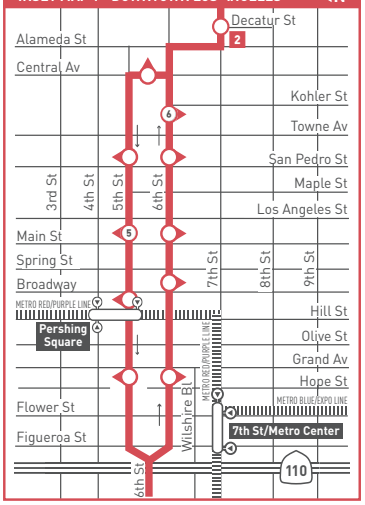
MAP NOTES

1. **Good Samaritan Hospital**
2. **Wilshire/Vermont Customer Center**
3. **Wiltern Theatre**
4. **LA County Museum of Art**
5. **Petersen Automotive Museum**
6. **Armand Hammer Museum**
7. **Westwood Bl & Wilshire Bl**
   Metro 20, 234, 602, 720, 734, 788, AV 786; BBB 1, 2, 3M, 8, Rapid 12; C6; Rapid 6; CE 534, 573; SC 792, 797
8. **UCLA**
9. **Federal Building**
10. **LA National Cemetery**
11. **Veteran's Hospital**
12. **4th St & Wilshire Bl**
    BBB 2, 3, 5, 9; Rapid 3
13. **Third Street Promonade**
    Metro 4, 534, 704, 720, BBB1, 7, 8; Rapid 7, 10

ROUTE MAP



INSET MAP 1 - DOWNTOWN LOS ANGELES



LEGEND

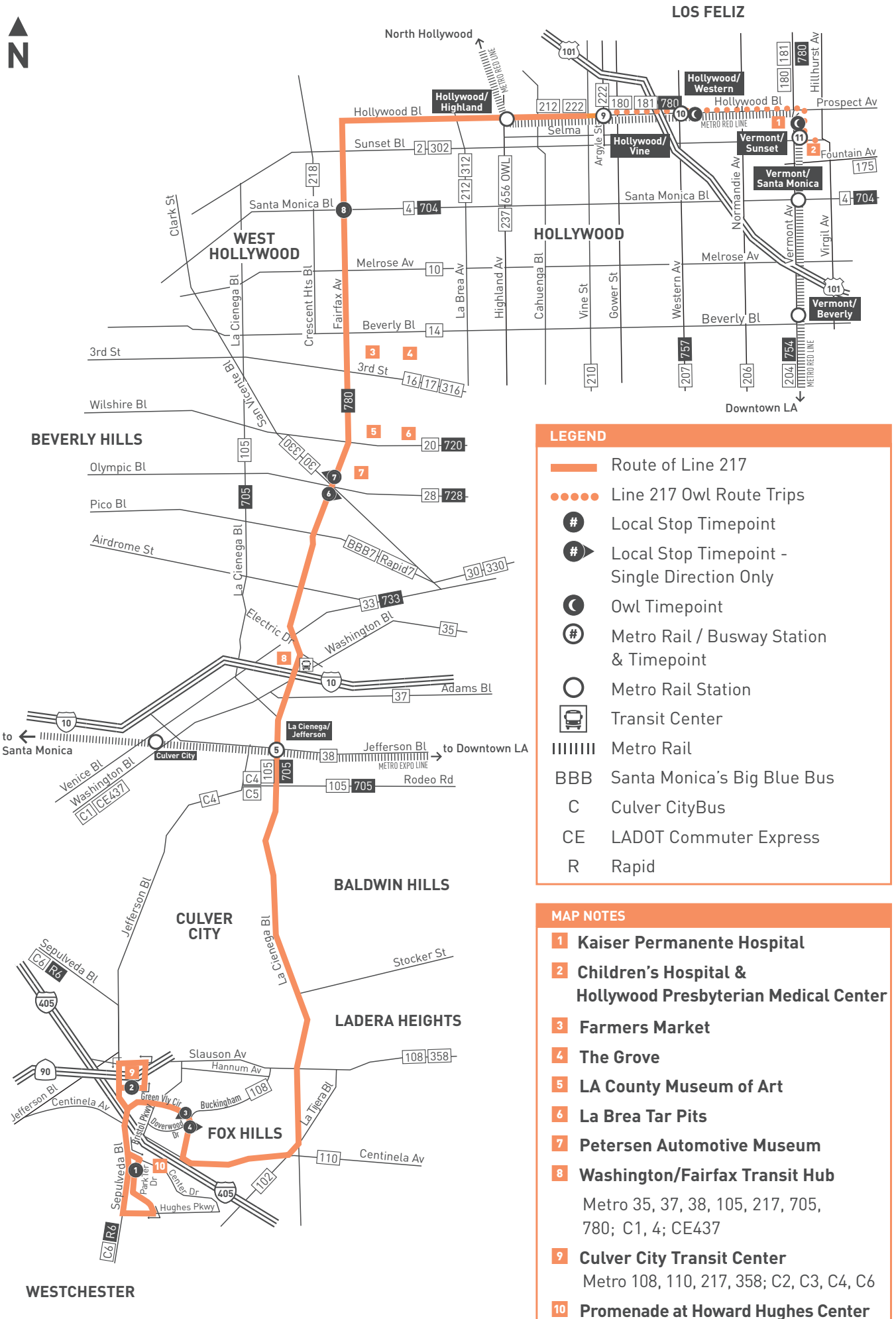
- Line 720 Route
- Line 720 Route Ending at 4th & Broadway
- Rapid Stop
- Rapid Stop - Single Direction Only
- Rapid Stop Timepoint
- Rapid Stop Timepoint - Single Direction Only
- Discharge Only
- Metro Rail
- Metro Rail Station
- Metro Rail Station Entrance
- AV — Antelope Valley Transit Authority
- BBB — Santa Monica's Big Blue Bus
- C — Culver CityBus
- CE — LADOT Commuter Express
- FA — LAX FlyAway
- ES — El Sol Shuttle
- LD — LADOT DASH
- M — Montebello Bus Lines
- SC — Santa Clarita Transit

MAP NOTES

1. **Commerce Center**
2. **Greyhound Bus Terminal**
3. **Good Samaritan Hospital**
4. **Wilshire/Vermont Customer Center**
5. **Wiltern Theatre**
6. **LA County Museum of Art**
7. **UCLA**
8. **Westwood Village**
   Metro 2, 20, 234 (late nights, early mornings & weekends), 302, 602, 720, 734, 788; AV786; BBB1, 2, 8; Rapid 12, 17 18; C6; Rapid 6; CE431, 534; CE573; SC792, 797
9. **Hammer Museum**
10. **Veteran's Hospital**
11. **4th St & Wilshire Bl**
    BBB2, 3, 9; Rapid 3
12. **Third Street Promenade**
    Metro 4 Owl, 20 Owl, 534, 704, 720; BBB1, 2, 3, 5, 7, 8, 9, 18
    Rapid 3, 7, Rapid 10

INSET MAP 2 - WESTWOOD

ROUTE MAP



LEGEND

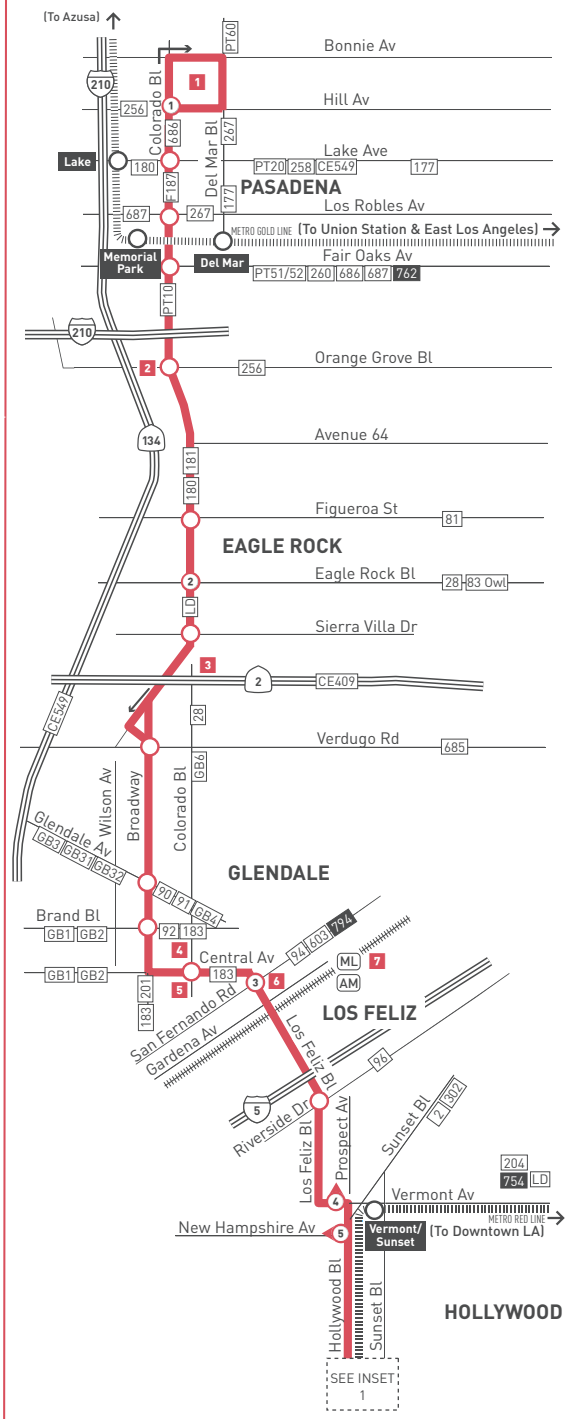
- Route of Line 217
- Line 217 Owl Route Trips
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Owl Timepoint
- # Metro Rail / Busway Station & Timepoint
- Metro Rail Station
- Transit Center
- Metro Rail
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- R Rapid

MAP NOTES

1. **Kaiser Permanente Hospital**
2. **Children's Hospital & Hollywood Presbyterian Medical Center**
3. **Farmers Market**
4. **The Grove**
5. **LA County Museum of Art**
6. **La Brea Tar Pits**
7. **Petersen Automotive Museum**
8. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217, 705, 780; C1, 4; CE437
9. **Culver City Transit Center**
   Metro 108, 110, 217, 358; C2, C3, C4, C6
10. **Promenade at Howard Hughes Center**

Effective Jun 23 2019

ROUTE MAP



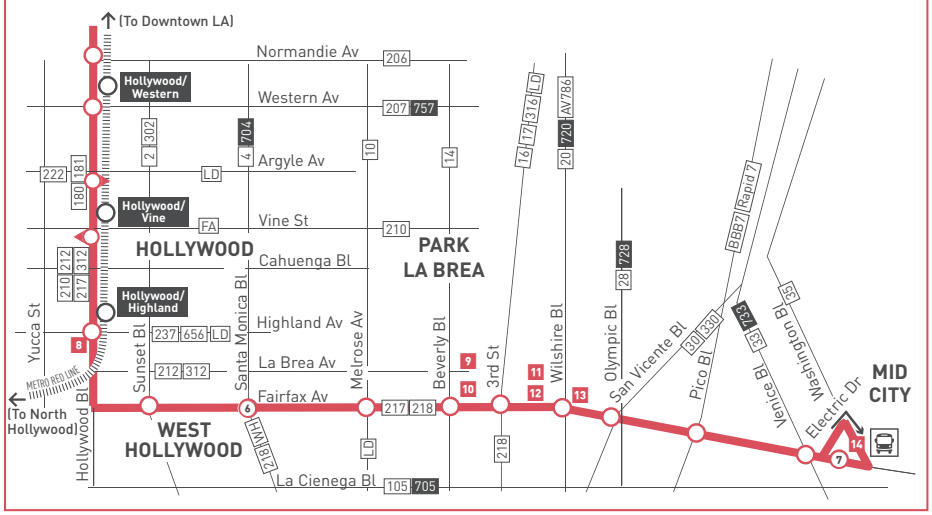
LEGEND

- Line 780 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint Single Direction Only
- Rapid Stop
- Rapid Stop Single Direction Only
- Metro Rail/Busway Station
- Transit Center
- Map Notes
- Connecting Line
- Rapid Connecting Line
- AM Amtrak
- ML Metrolink
- FA LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- F Foothill Transit
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- PT Pasadena Transit
- BBB Santa Monica Big Blue Bus
- WH West Hollywood City Line

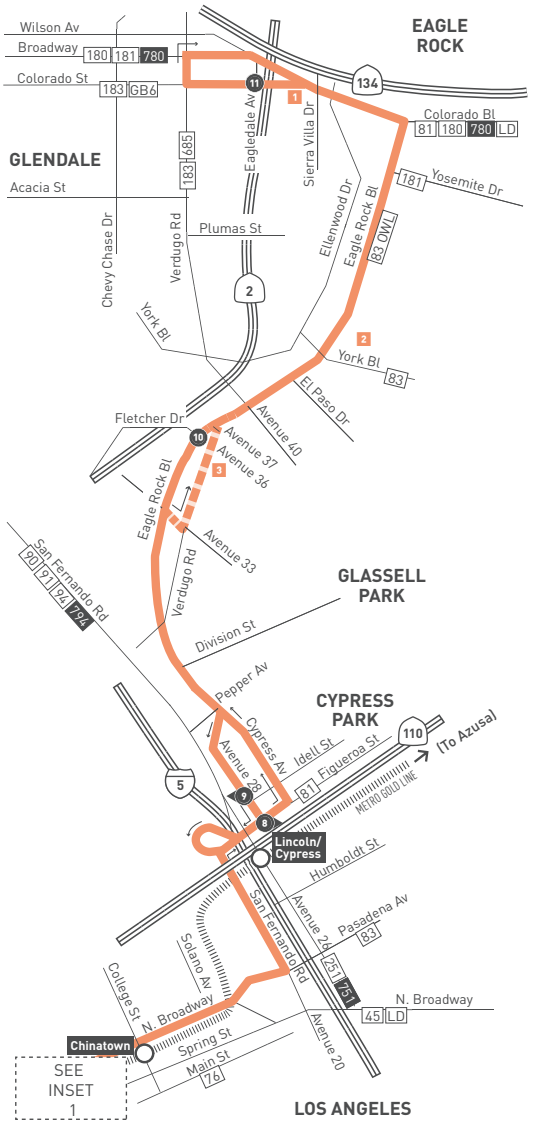
MAP NOTES

1. **Pasadena City College**
2. **Norton Simon Museum**
3. **Eagle Rock Plaza**
4. **The Americana at Brand**
5. **Glendale Galleria**
6. **Glendale Transportation Center**
   Metro 183;
   GB1, GB2, GB11, GB12,
7. **Glendale Station**
   Metrolink Ventura County Line, Antelope Valley Line; Amtrak;
8. **Hollywood & Highland Center**
9. **The Grove**
10. **Farmer's Market**
11. **La Brea Tar Pits**
12. **LA County Museum of Art**
13. **Petersen Automotive Museum**
14. **Washington/Fairfax Transit Hub**
    Metro 35, 37, 38, 105, 217, 705, 780; C1, C4; CE437

INSET 1 - HOLLYWOOD - WASHINGTON/FAIRFAX TRANSIT HUB



ROUTE MAP



LEGEND

- Line 28 Route
- Line 28 Westbound Shortline
- Line 28 Eastbound Shortline
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Map Notes
- Connecting Line
- Rapid Connecting Line
- AM Amtrak
- ML Metrolink
- FA LAX FlyAway
- AV Antelope Valley Transit Authority
- C Culver CityBus
- GB Glendale Beeline
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit
- BBB Santa Monica Big Blue Bus

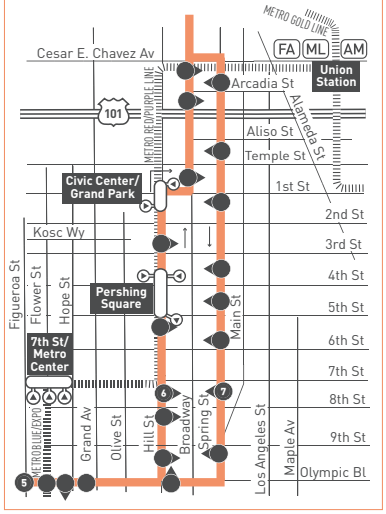
INSET 1 - DOWNTOWN LOS ANGELES

- Metro Rail Station
- Metro Rail Station Entrance

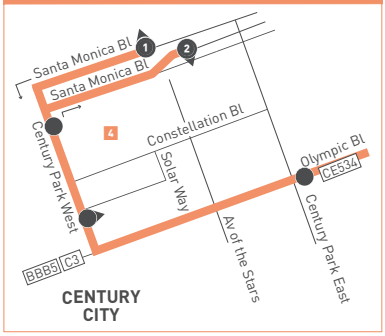
MAP NOTES

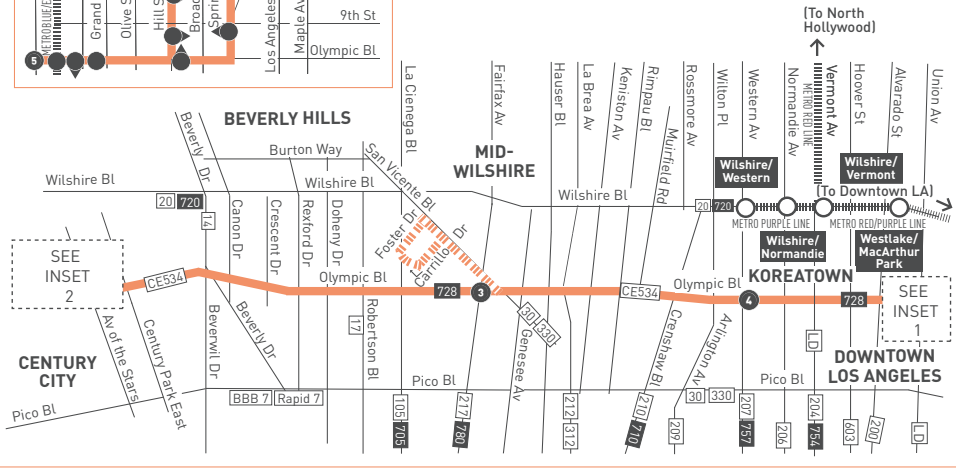
1. **Eagle Rock Plaza**
2. **Occidental College**
3. **Glassell Park Recreation Center**
4. **Westfield Century City**

INSET 1 – DOWNTOWN LOS ANGELES

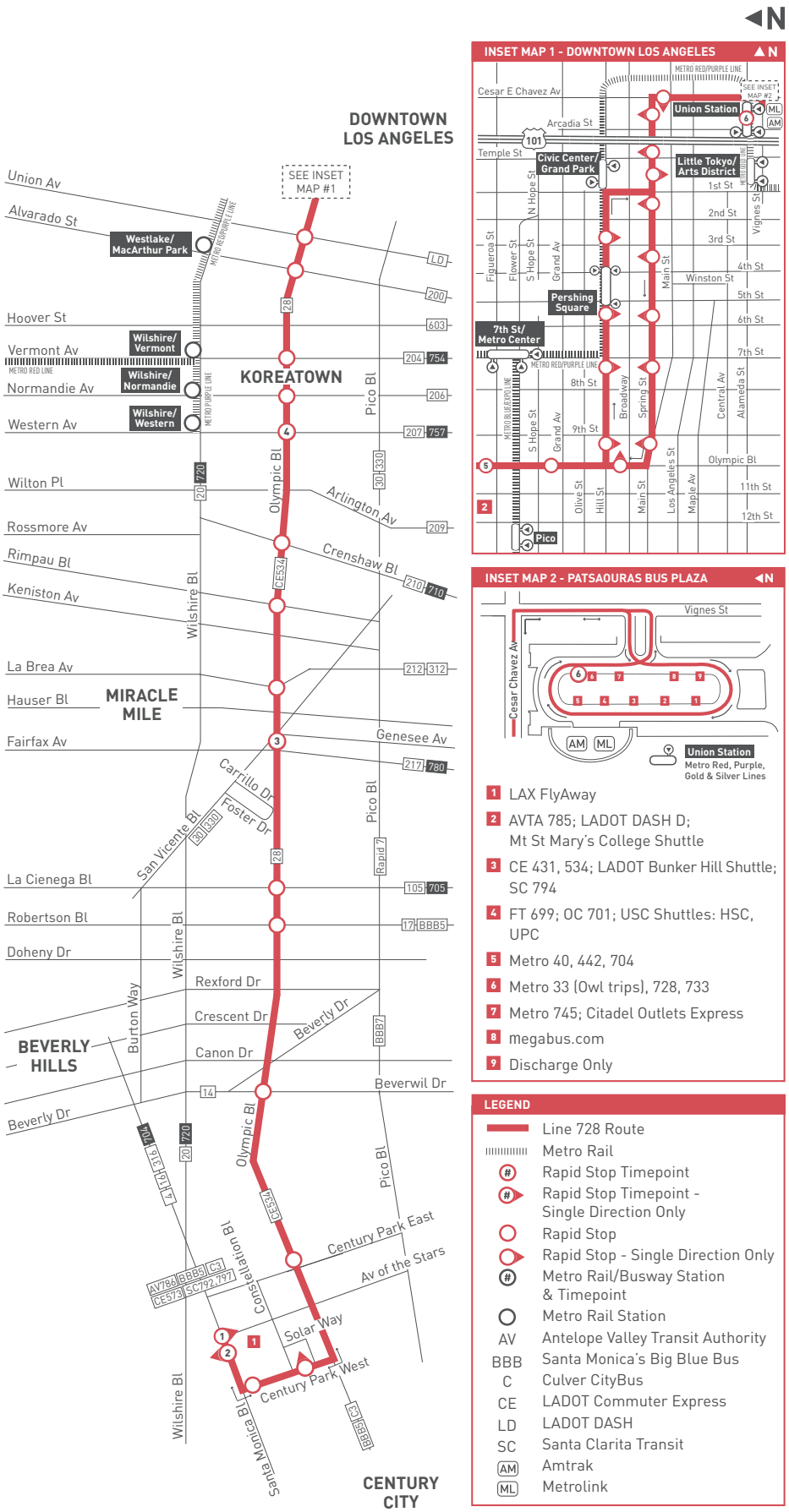


INSET 2 – CENTURY CITY





ROUTE MAP



INSET MAP 1 - DOWNTOWN LOS ANGELES

INSET MAP 2 - PATSAOURAS BUS PLAZA

1. LAX FlyAway
2. AVTA 785; LADOT DASH D; Mt St Mary's College Shuttle
3. CE 431, 534; LADOT Bunker Hill Shuttle; SC 794
4. FT 699; OC 701; USC Shuttles: HSC, UPC
5. Metro 40, 442, 704
6. Metro 33 (Owl trips), 728, 733
7. Metro 745; Citadel Outlets Express
8. megabus.com
9. Discharge Only

LEGEND

- Line 728 Route
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint - Single Direction Only
- Rapid Stop
- Rapid Stop - Single Direction Only
- Metro Rail/Busway Station & Timepoint
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit
- AM Amtrak
- ML Metrolink

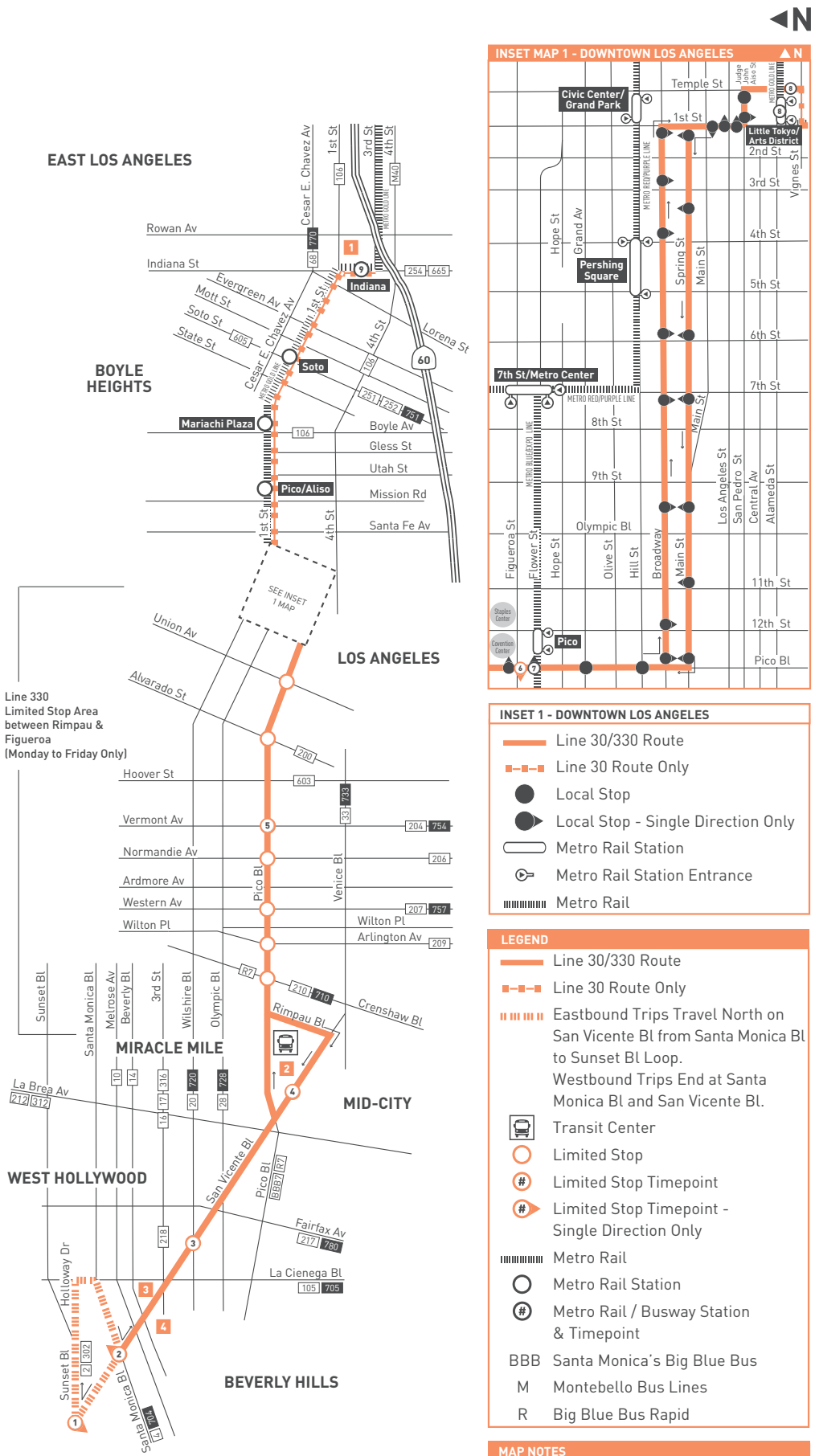
INSET 1 – DOWNTOWN LOS ANGELES

- Line 728 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

MAP NOTES

1. Westfield Century City Shopping Center
2. Staples Center

ROUTE MAP



INSET 1 - DOWNTOWN LOS ANGELES

- Line 30/330 Route
- Line 30 Route Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

LEGEND

- Line 30/330 Route
- Line 30 Route Only
- Eastbound Trips Travel North on San Vicente Bl from Santa Monica Bl to Sunset Bl Loop. Westbound Trips End at Santa Monica Bl and San Vicente Bl.
- Transit Center
- Limited Stop
- Limited Stop Timepoint
- Limited Stop Timepoint - Single Direction Only
- Metro Rail
- Metro Rail Station
- Metro Rail / Busway Station & Timepoint
- BBB Santa Monica's Big Blue Bus
- M Montebello Bus Lines
- R Big Blue Bus Rapid

MAP NOTES

1. **Indiana Station**
   Metro 30, 106, 254, 665
2. **Pico/Rimpau Transit Center**
   Metro 30, 330; BBB 7, Rapid 7
3. **Beverly Center**
4. **Cedars - Sinai Medical Center**

DASH FAIRFAX

EFFECTIVE APRIL 13, 2019
A PARTIR 13 DEL ABRIL, 2019

WESTBOUND TO CEDARS-SINAI / HACIA EL OESTE A CEDARS-SINAI

	LEAVES/SALE LA BREA & 6TH (E)	FAIRFAX & 3RD (D)	MELROSE & FAIRFAX (C)	LA CIENEGA & MELROSE (B)	ARRIVES/LLEGA 3RD & SHERBOURNE (A)
MONDAY-FRIDAY/LUNES-VIERNES					
FIRST BUS / PRIMER AUTOBÚS	6:00am	6:08	6:12	6:15	6:20
30	then every **30** minutes un /después cada **30** minutos hasta				
LAST BUS / ÚLTIMO AUTOBÚS	**7:00pm**	**7:08**	**7:12**	**7:15**	**7:20**
SATURDAY & SUNDAY/SÁBADO Y DOMINGO					
FIRST BUS / PRIMER AUTOBÚS	9:00am	9:08	9:12	9:15	9:20
30	then every **30** minutes un /después cada **30** minutos hasta				
LAST BUS / EL ÚLTIMO AUTOBÚS	**6:30pm**	**6:38**	**6:42**	**6:45**	**6:50**

EASTBOUND TO WILSHIRE BOULEVARD / HACIA EL ESTE A WILSHIRE BOULEVARD

	LEAVES/SALE 3RD & SHERBOURNE (A)	LA CIENEGA & MELROSE (B)	MELROSE & FAIRFAX (C)	FAIRFAX & 3RD (D)	ARRIVES/LLEGA LA BREA & 6TH (E)
MONDAY-FRIDAY/LUNES-VIERNES					
FIRST BUS / PRIMER AUTOBÚS	6:00am	6:07	6:13	6:20	6:30
30	then every **30** minutes un /después cada **30** minutos hasta				
LAST BUS / EL ÚLTIMO AUTOBÚS	**7:00pm**	**7:07**	**7:13**	**7:20**	**7:30**
SATURDAY & SUNDAY/SÁBADO Y DOMINGO					
FIRST BUS / PRIMER AUTOBÚS	9:00am	9:07	9:13	9:20	9:30
30	then every **30** minutes un /después cada **30** minutos hasta				
LAST BUS / EL ÚLTIMO AUTOBÚS	**6:30pm**	**6:37**	**6:43**	**6:50**	**7:00**

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./ Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordes a otros servicios.

LADOT complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color or national origin. Any person who believes that he or she has been subjected to unlawful discrimination under Title VI may file a complaint by visiting the website at ladottransit.com, by picking up a complaint form at the LADOT Transit Store at 201 Los Angeles St., Space 18B, Los Angeles, CA 90012, by contacting the Title VI Liaison at ladot.titlevi@lacity.org, or by calling 213-473-7743./ LADOT cumple con todos los requisitos federales estipulados por el Título VI, que prohíbe la discriminación en base de raza, color ó nacionalidad. Toda persona que considere que ha sido victima de un acto discriminatorio del Título VI puede descargar un formulario de quejas en el sitio de web ladottransit.com o puede recoger un formulario en la LADOT Transit Store en 201 N. Los Angeles St. Space 18B, Los Angeles, CA 90012, también puede hacerlo por correo electrónico a ladot.titlevi@lacity.org ó pueden llamar al 213.473.7743.

LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH FAIRFAX

EFFECTIVE APRIL 13, 2019
A PARTIR 13 DEL ABRIL, 2019

LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

Metro Purple Line Extension

Metro

786

Monday-Friday Only
PM times in bold

A.M. Runs
Southbound to Century City / West L.A.

Depart Owen Memorial Park	Depart Palmdale Transportation Center	Gayley & Strathmore (UCLA)	Westwood & Lindbrook	Santa Monica Blvd. & Century Park E.	Wilshire Blvd. & Camden Dr.	Wilshire Blvd. & La Jolla Ave.	La Brea Ave. & Santa Monica Blvd.	
		A	B	C	D	E	F	
4:00	4:15	5:45	5:55	6:03	6:10	6:16	6:24	RUN 1
4:30	4:50	6:20	6:30	6:38	6:45	6:51	6:59	RUN 2
4:50	5:10	6:40	6:50	6:58	7:05	7:11	7:19	RUN 3

A.M. Runs 4 & 5 head the opposite direction.

Southbound to Century City / West L.A.

Depart Owen Memorial Park	Depart Palmdale Transportation Center	La Brea Ave. & Santa Monica Blvd.	Wilshire Blvd. & La Jolla Ave.	Wilshire Blvd. & Rodeo Dr.	Century Park E. & Constellation	Westwood & Lindbrook	Gayley & Strathmore (UCLA)	
		F	E	D	C	B	A	
5:20	5:35	7:10	7:20	7:25	7:36	7:56	8:01	RUN 4
5:40	6:00	7:35	7:45	7:50	8:01	8:21	8:26	RUN 5

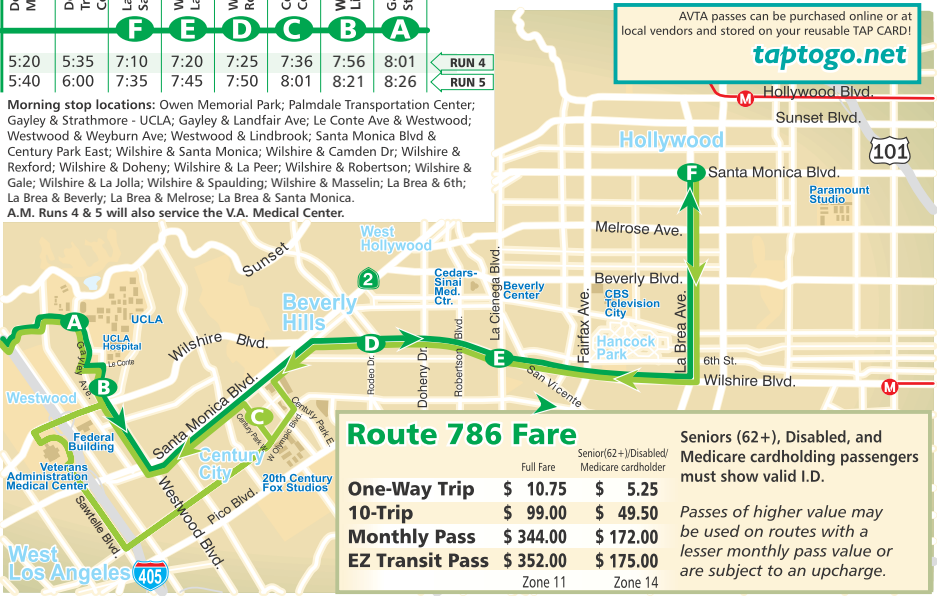
Morning stop locations: Owen Memorial Park; Palmdale Transportation Center; Gayley & Strathmore - UCLA; Gayley & Landfair Ave; Le Conte Ave & Westwood; Westwood & Weyburn Ave; Westwood & Lindbrook; Santa Monica Blvd & Century Park East; Wilshire & Santa Monica; Wilshire & Camden Dr; Wilshire & Rexford; Wilshire & Doheny; Wilshire & La Peer; Wilshire & Robertson; Wilshire & Gale; Wilshire & La Jolla; Wilshire & Spaulding; Wilshire & Masselin; La Brea & 6th; La Brea & Beverly; La Brea & Melrose; La Brea & Santa Monica.
A.M. Runs 4 & 5 will also service the V.A. Medical Center.

P.M. Runs
Northbound to Palmdale/Lancaster

Santa Monica Blvd. & La Brea Ave.	Wilshire Blvd. & La Jolla Ave.	Wilshire Blvd. & Rodeo Dr.	Century Park E. & Constellation	Westwood & Lindbrook	Gayley & Strathmore (UCLA)	Arrive Palmdale Transportation Center	Arrive Owen Memorial Park	
F	E	D	C	B	A			
2:50	3:00	3:05	3:18	3:28	3:38	4:58	5:13	RUN 1
3:20	3:30	3:35	3:48	4:11	4:21	5:41	5:56	RUN 2
4:00	4:10	4:15	4:28	4:51	5:01	6:26	6:41	RUN 3
4:20	4:30	4:35	4:48	5:01	5:11	6:36	6:51	RUN 4
4:50	5:07	5:12	5:25	5:38	5:48	7:13	7:28	RUN 5

Afternoon stop locations: La Brea & Santa Monica; La Brea & Melrose; La Brea & Beverly; Wilshire & Cloverdale; Wilshire & Masselin; Wilshire & Fairfax; Wilshire & La Jolla; Wilshire & Gale; Wilshire & Robertson; Wilshire & La Peer; Wilshire & Doheny; Wilshire & Canon; Wilshire & Rodeo; Santa Monica & Wilshire; Century Park E. & Santa Monica; Century Park E. & Constellation; Century Park W & Solar Way; Wilshire & Lindbrook ; Gayley & Landfair Ave; Gayley & Strathmore (UCLA); Palmdale Transportation Center; Owen Memorial Park
P.M. Runs 2 & 3 will also service the V.A. Medical Center.

AVTA passes can be purchased online or at local vendors and stored on your reusable TAP CARD!
taptogo.net



Route 786 Fare

	Full Fare	Senior(62+)/Disabled/ Medicare cardholder
One-Way Trip	$ 10.75	$ 5.25
10-Trip	$ 99.00	$ 49.50
Monthly Pass	$ 344.00	$ 172.00
EZ Transit Pass	$ 352.00	$ 175.00
	Zone 11	Zone 14

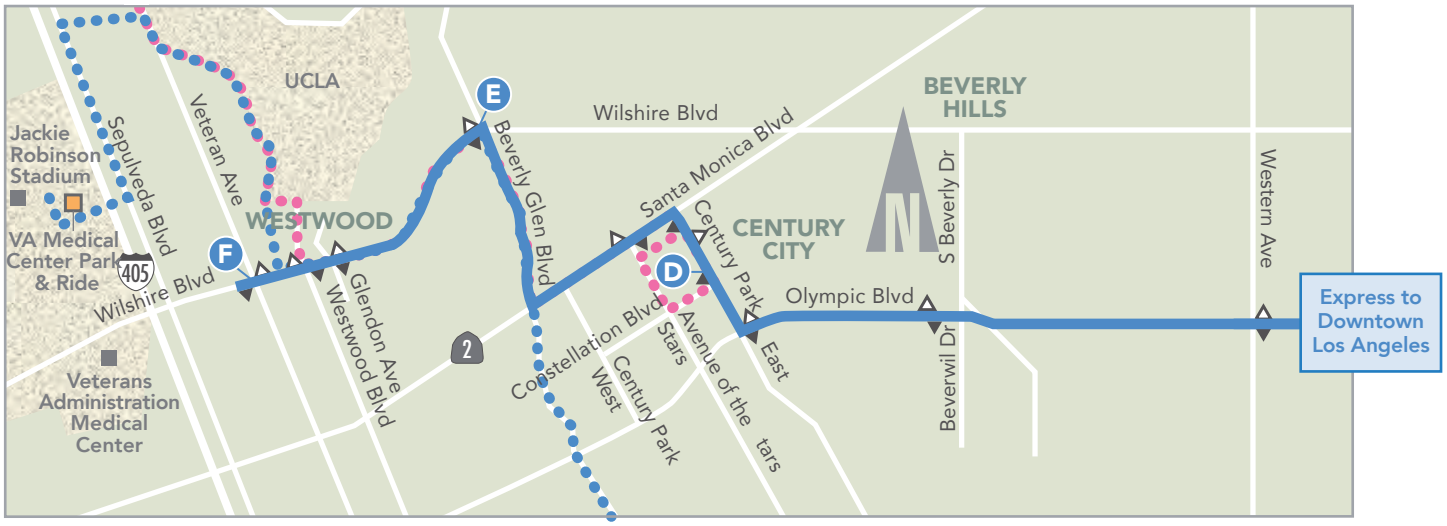
Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

COMMUTER EXPRESS **534**

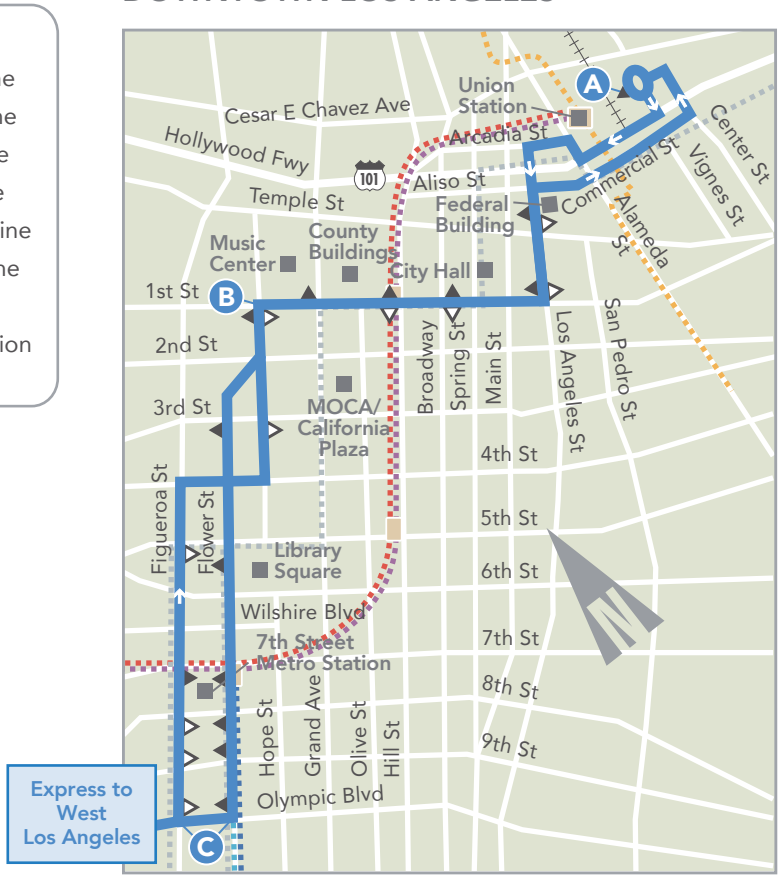
EFFECTIVE NOVEMBER 1, 2017
A PARTIR 1 DEL NOVIEMBRE, 2017

WEST LOS ANGELES/CENTURY CITY/WESTWOOD



- Commuter Express Route 534
- Commuter Express Route 431
- Commuter Express Route 573
- Bus Stop
- Drop-off Only
- Time Point
- Points of Interest
- Park & Ride
- Metro Gold Line
- Metro Expo Line
- Metro Blue Line
- Metro Red Line
- Metro Purple Line
- Metro Silver Line
- Metrolink
- Metro Rail Station

DOWNTOWN LOS ANGELES



UNION STATION

Commuter Express 534 buses stop at Bus Stop No. 3 in the Patsaouras Transit Plaza.

LADOT
City of Los Angeles
Department of Transportation

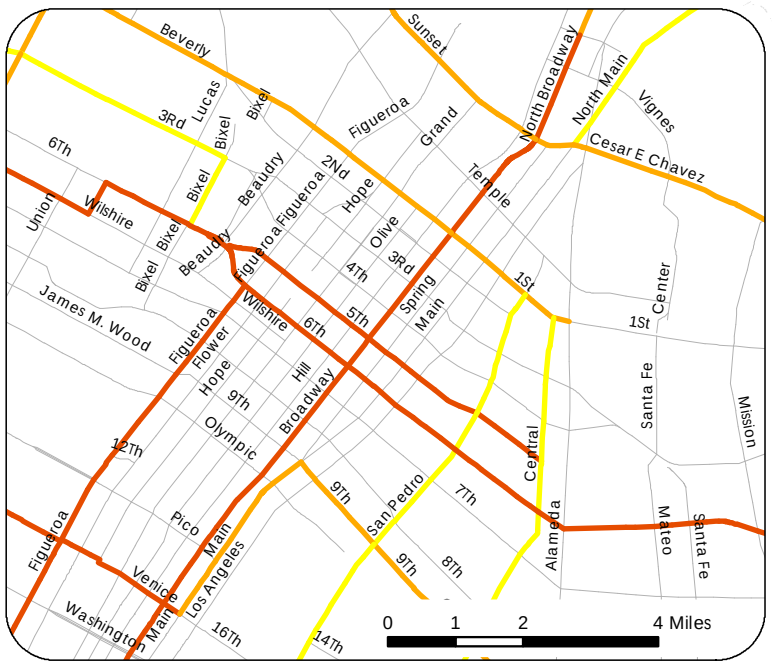
(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

APPENDIX E

MOBILITY NETWORK MAPS

N

DOWNTOWN LOS ANGELES



TRANSIT ENHANCED NETWORK

Map B

- Moderate Transit Enhanced Streets
- Moderate Plus Transit Enhanced Streets
- Comprehensive Transit Enhanced Streets
- Future Valley/ West Transit Study Corridor
- Existing & Planned Rail/Busway
- Transit Stations
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

VEHICLE ENHANCED NETWORK

Map E

- Vehicle Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

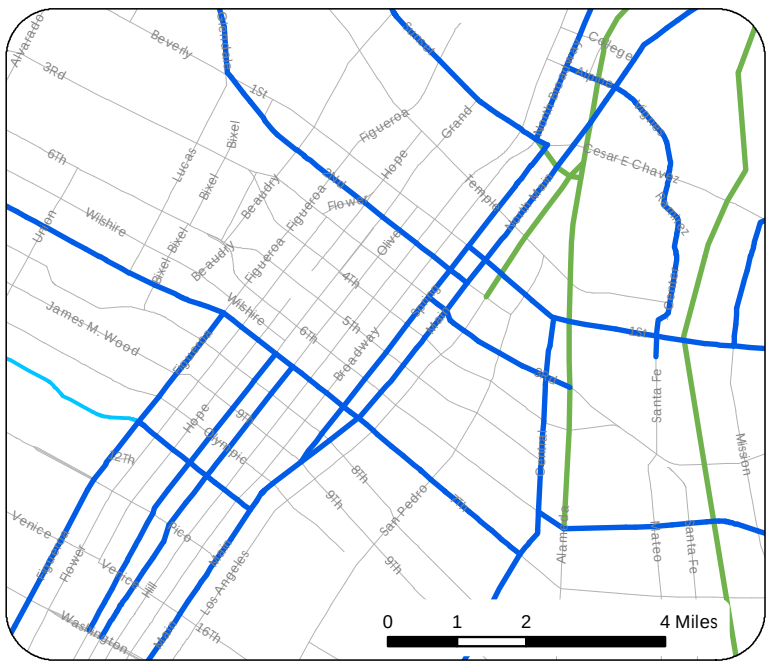
N

Los Angeles Department of City Planning

August 2015

N

DOWNTOWN LOS ANGELES



BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)

Map D1

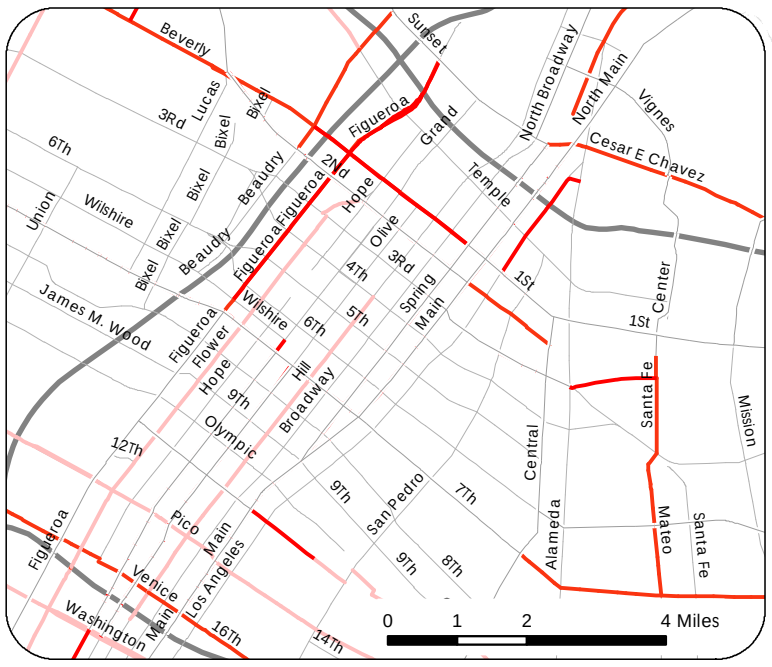
- Bicycle Paths
- Tier 1 Protected Bicycle Lanes
- Gap closure segments from the Neighborhood Enhanced Network
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

N

DOWNTOWN LOS ANGELES



BICYCLE LANE NETWORK

Map D2

- Tier 2 Bicycle Lane
- Tier 3 Bicycle Lane
- Arterials
- Freeways
- City of Los Angeles Boundary

0 3 6 9 Miles

August 2015

NEIGHBORHOOD ENHANCED NETWORK- CENTRAL, EAST & SOUTH SUBAREA

Map C4

Neighborhood Network

Arterials

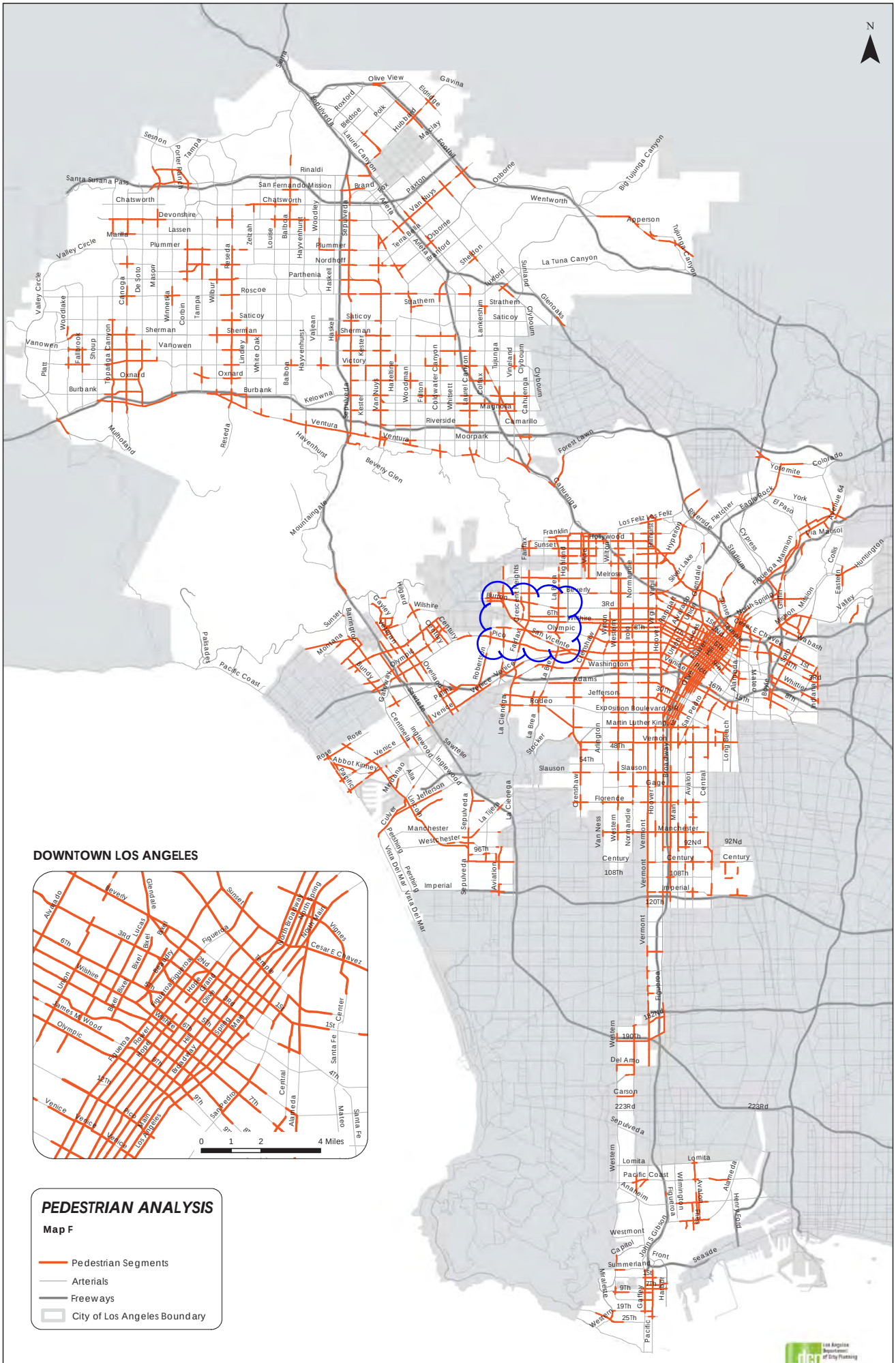
City of Los Angeles Boundary

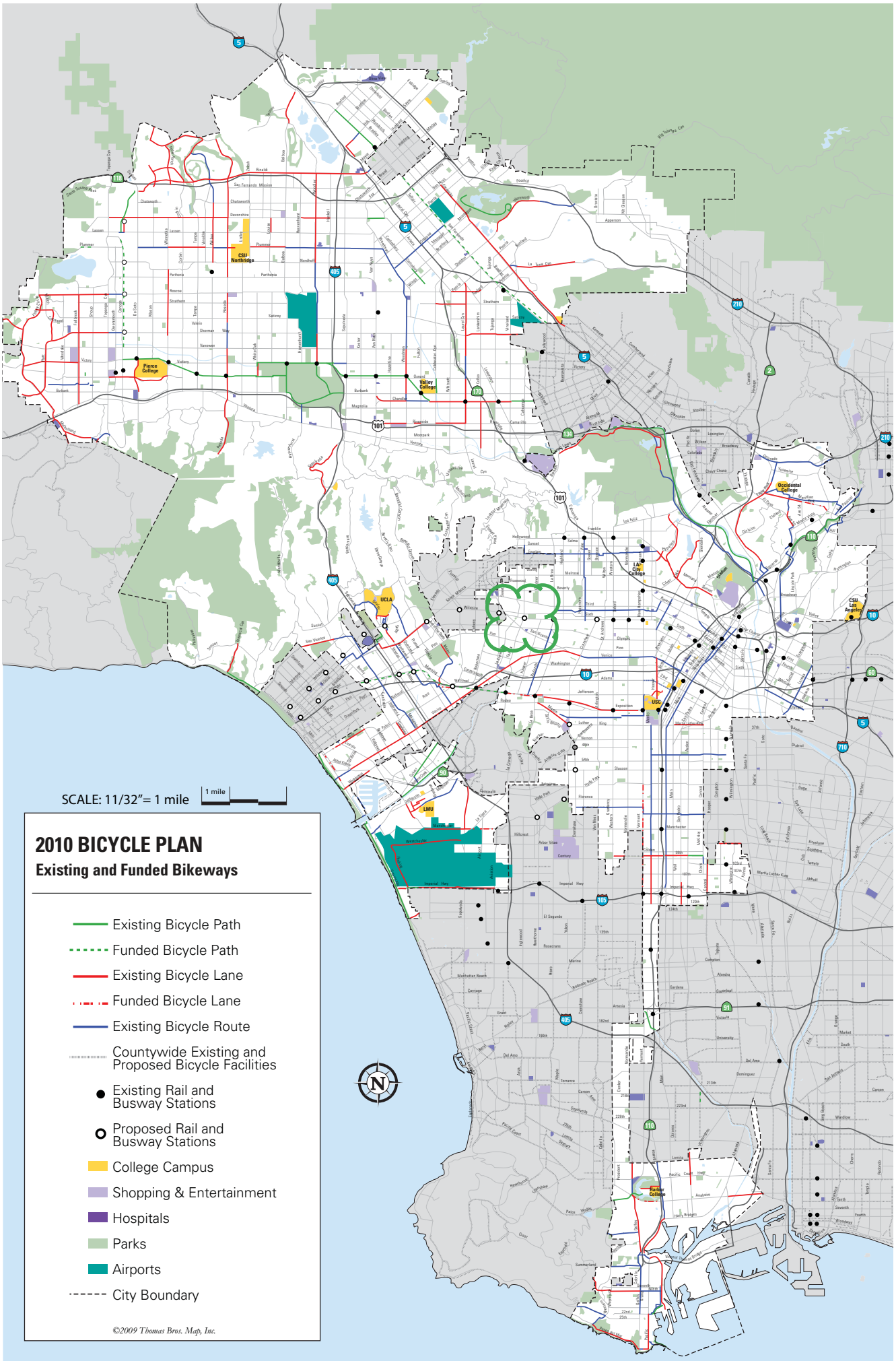
0 1 2 3 Miles

N

Los Angeles Department of City Planning

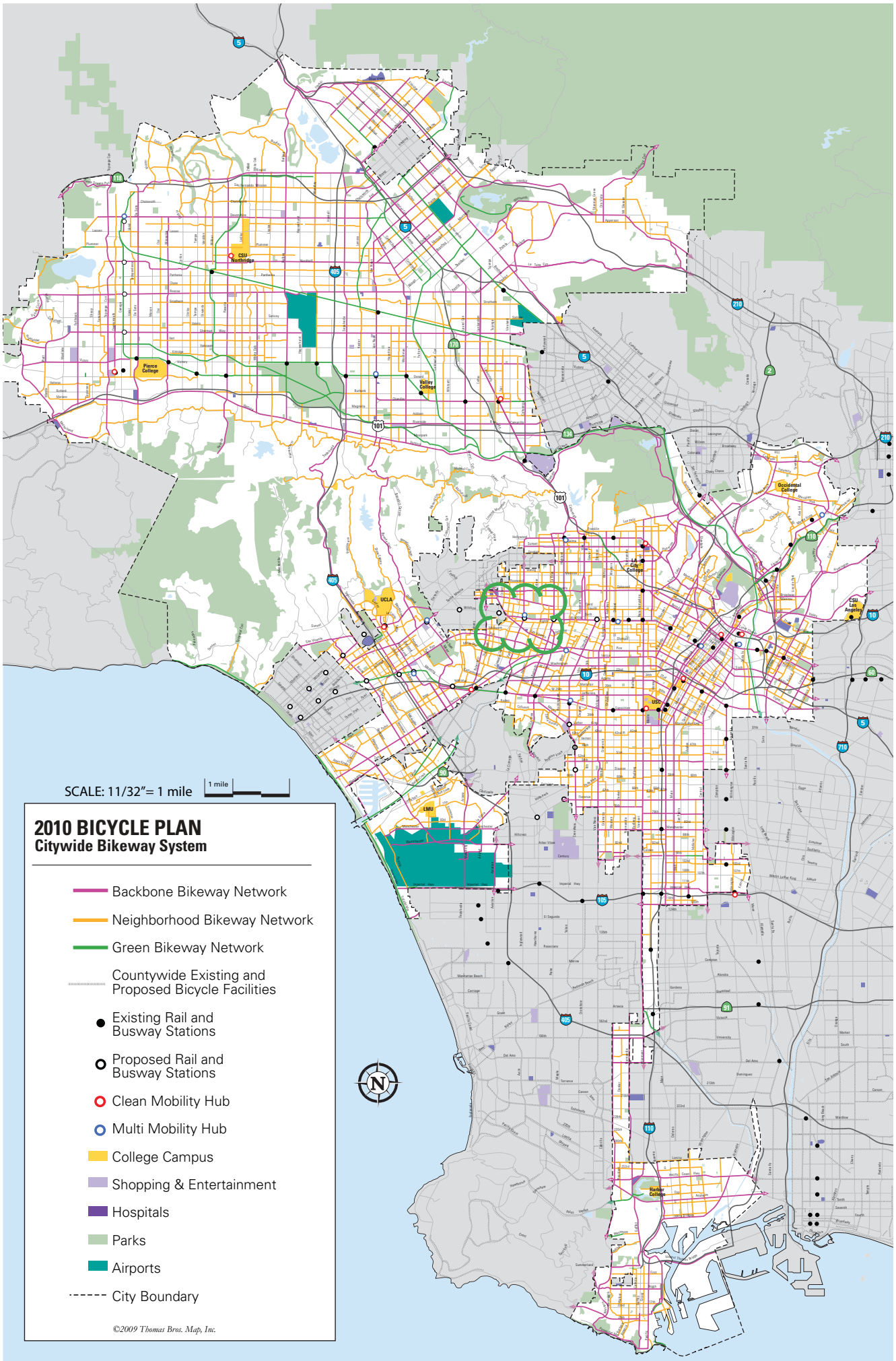
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
PEDESTRIAN ANALYSIS
Map F
Pedestrian Segments
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015



Prepared by City of Los Angeles Planning Department • Graphics Section • March, 2011

039_map3:07.07.11



Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

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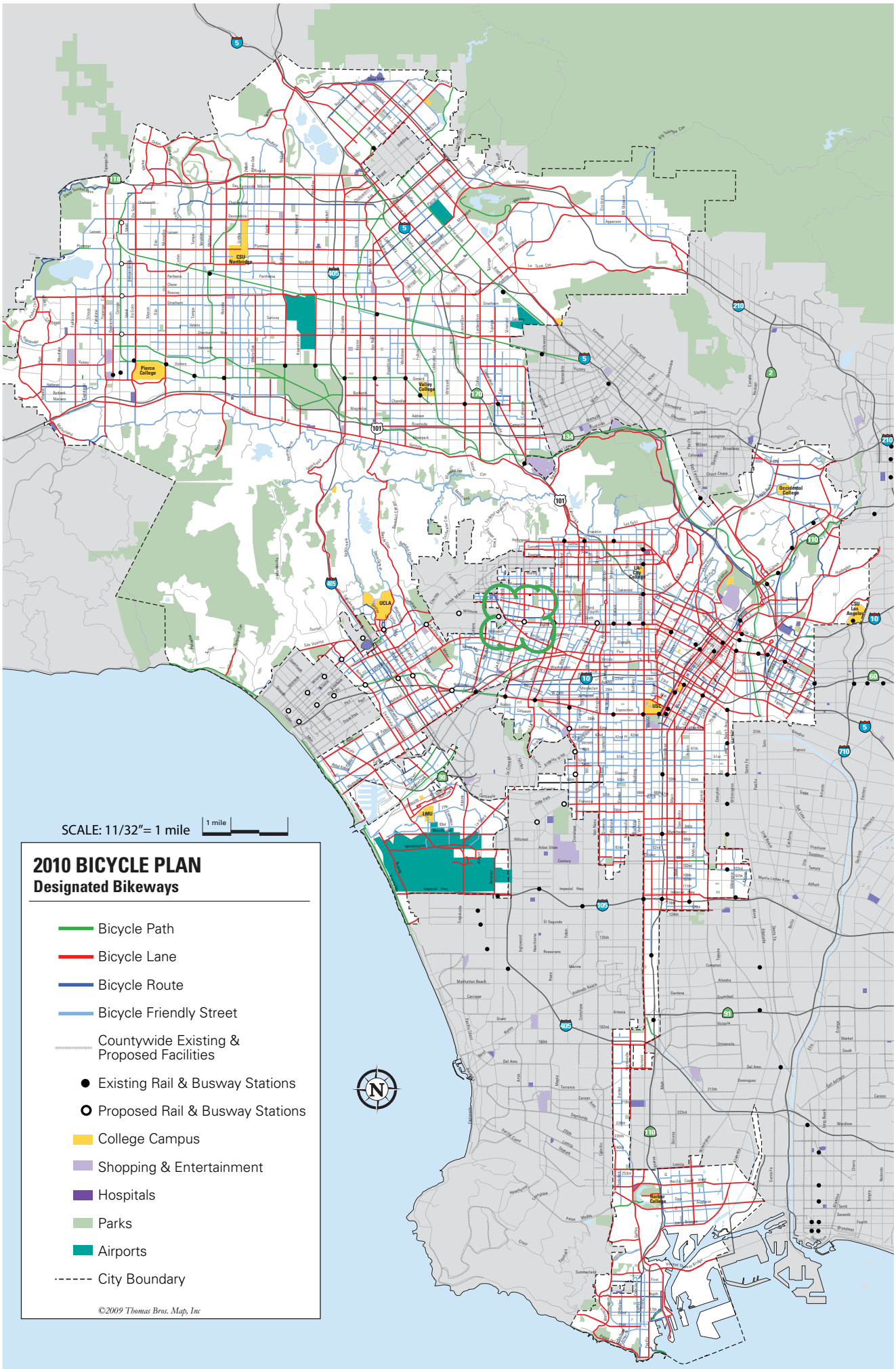


Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

039_map2:06.29.11

APPENDIX F

VMT REPORT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

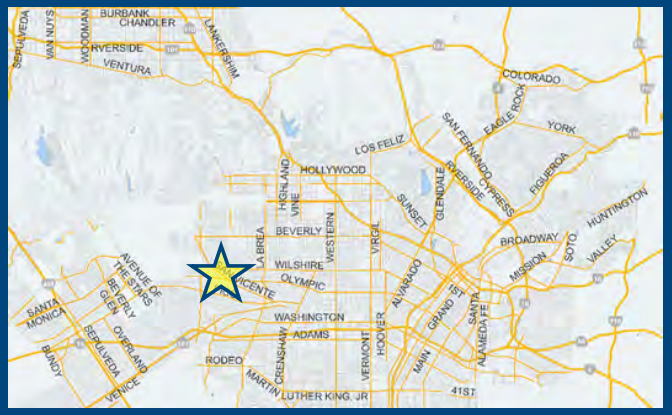
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S Fairfax Avenue

Scenario:

Address: 800 S FAIRFAX AVE, 90036



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

( ) Yes ( ) No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	40	DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	931 Daily Vehicle Trips
919 Daily VMT	5,663 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	775 Net Daily Trips
The net increase in daily VMT ≤ 0	4,744 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.350 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2019

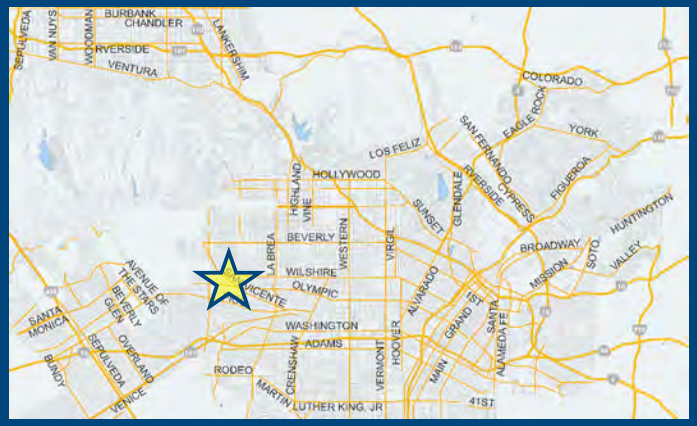
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 800 S Fairfax Avenue

Scenario:

Address: 800 S FAIRFAX AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
293 city code parking provision for the project site
239 actual parking provision for the project site

Unbundle Parking
☑ Proposed Prj ☐ Mitigation
75 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
787 Daily Vehicle Trips	**787** Daily Vehicle Trips
4,815 Daily VMT	**4,815** Daily VMT
6.0 Household VMT per Capita	**6.0** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	181	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	1.600	ksf
	Fast-Food Restaurant	0.750	ksf
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Analysis Results			
Total Employees: 11			
Total Population: 496			
Proposed Project		***With Mitigation***	
787	**Daily Vehicle Trips**	**787**	**Daily Vehicle Trips**
4,815	**Daily VMT**	**4,815**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	293	293
		Actual parking provision (spaces)	239	239
	Unbundle parking	Monthly cost for parking ($)	$75	$75
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute Program	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.				
Strategy Type		**Description**	**Proposed Project**	**Mitigations**
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	9%	9%	*0%*	*0%*	9%	9%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*
MAX. TDM EFFECT	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	281	-27.8%	203	6.5	1,827	1,320
Home Based Other Production	752	-40.8%	445	5.2	3,910	2,314
Non-Home Based Other Production	43	-14.0%	37	7.3	314	270
Home-Based Work Attraction	17	-64.7%	6	8.0	136	48
Home-Based Other Attraction	234	-41.9%	136	7.0	1,638	952
Non-Home Based Other Attraction	118	-11.9%	104	7.3	861	759

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-17.9%	167	1,084	-17.9%	167	1,084
Home Based Other Production	-17.9%	365	1,900	-17.9%	365	1,900
Non-Home Based Other Production	-9.8%	33	244	-9.8%	33	244
Home-Based Work Attraction	-9.8%	5	43	-9.8%	5	43
Home-Based Other Attraction	-9.8%	123	859	-9.8%	123	859
Non-Home Based Other Attraction	-9.8%	94	685	-9.8%	94	685

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,984**	**2,984**
Total Home Based Work Attraction VMT	**43**	**43**
Total Home Based VMT Per Capita	**6.0**	**6.0**
Total Work Based VMT Per Employee	**N/A**	**N/A**

APPENDIX G

RELATED PROJECT INFORMATION

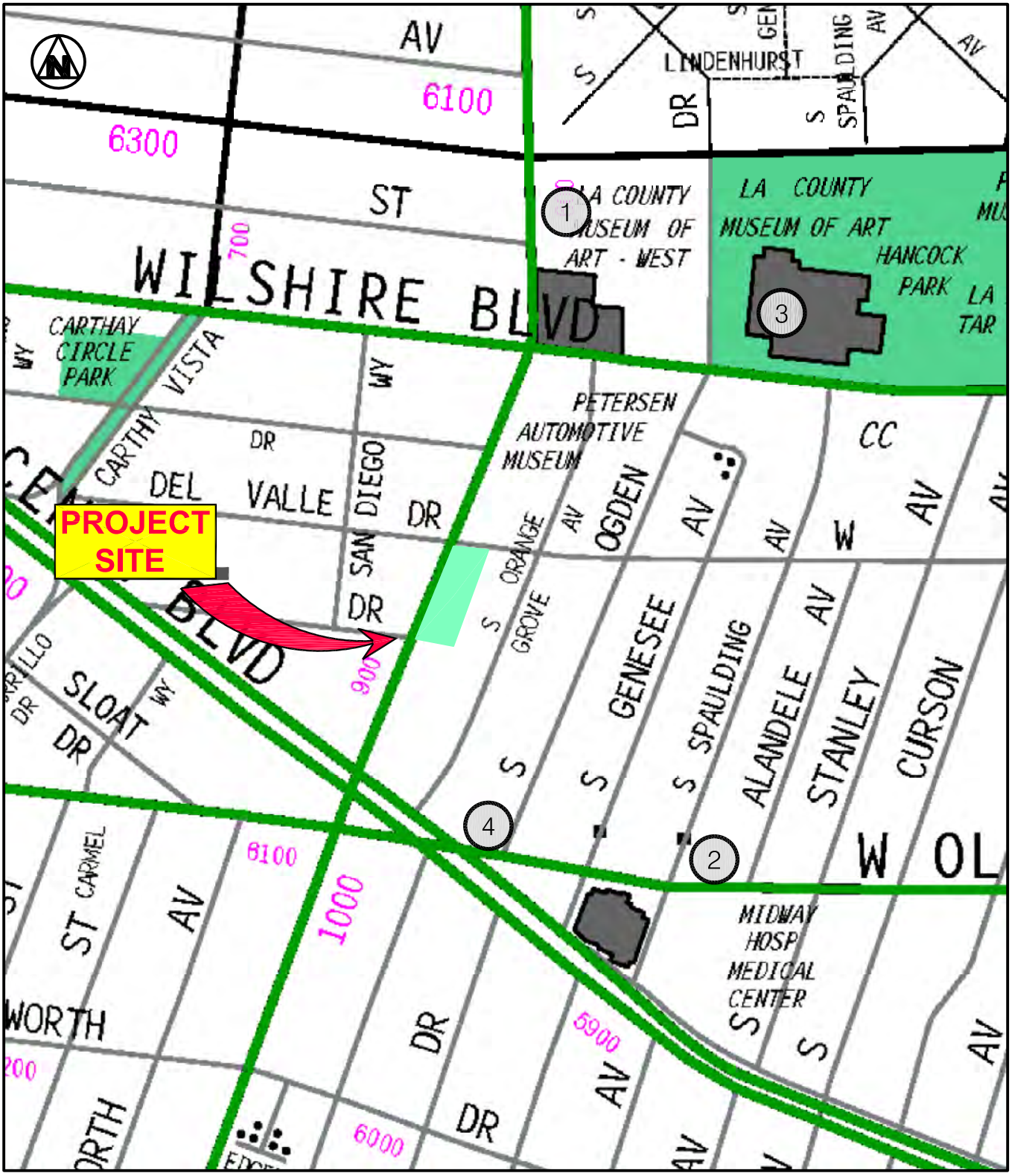


FIGURE 11

12/2019

RELATED PROJECTS LOCATION MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, otc@overlandtraffic.com

RELATED PROJECT LIST
830 Fairfax Avenue

RELATED PROJECT TRAFFIC GENERATION

No.	Project	Use	Size	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Academy Musuem of Motion Pictures	visitors employees store restaurant	5,000 135 3,000 sf 6,000 sf	6067 Wilshire Boulevard	2,763	251	176	428	61	263	324
2	Residential	apartments	48 Units	5891 Olympic Boulevard	326	4	14	18	13	8	21
3	LACMA Renovations	museum	less 24,571 sf	5905 Wilshire Boulevard	668	43	2	45	15	53	68
4	Mixed - Use	apartments affordable restaurant	51 Units 6 Units 1,596 sf	6001 Olympic Boulevard	99	6	13	19	5	-2	3

APPENDIX H

TRAFFIC VOLUME DATA, FIGURES AND LEVEL OF SERVICE WORKSHEETS

TRAFFIC VOLUME DATA

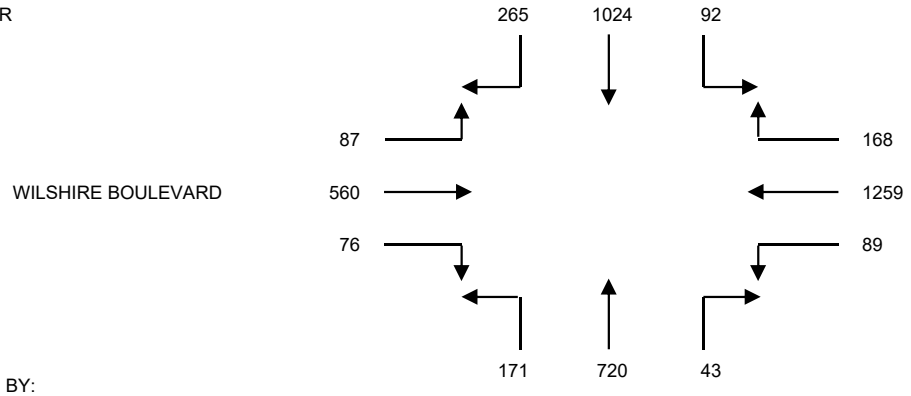
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	30	219	8	17	251	5	16	121	21	11	85	13
0715-0730	49	220	12	21	275	15	14	145	30	10	76	10
0730-0745	51	204	11	30	332	27	11	157	39	13	110	13
0745-0800	61	230	17	55	313	23	18	199	44	19	141	15
0800-0815	88	250	25	40	289	22	11	184	42	17	141	22
0815-0830	61	270	23	37	330	21	16	183	44	13	129	21
0830-0845	53	245	20	44	325	23	8	162	30	21	159	19
0845-0900	63	259	24	47	315	23	8	191	55	25	131	25
0900-0915	57	220	29	54	322	18	12	152	47	20	143	25
0915-0930	68	252	38	48	274	20	7	179	41	20	135	29
0930-0945	50	257	24	31	288	18	12	192	42	28	151	38
0945-1000	77	227	33	33	222	22	10	198	47	31	128	34

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	191	873	48	123	1171	70	59	622	134	53	412	51	3807
0715-0815	249	904	65	146	1209	87	54	685	155	59	468	60	4141
0730-0830	261	954	76	162	1264	93	56	723	169	62	521	71	4412
0745-0845	263	995	85	176	1257	89	53	728	160	70	570	77	4523
0800-0900	265	1024	92	168	1259	89	43	720	171	76	560	87	4554
0815-0915	234	994	96	182	1292	85	44	688	176	79	562	90	4522
0830-0930	241	976	111	193	1236	84	35	684	173	86	568	98	4485
0845-0945	238	988	115	180	1199	79	39	714	185	93	560	117	4507
0900-1000	252	956	124	166	1106	78	41	721	177	99	557	126	4403

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

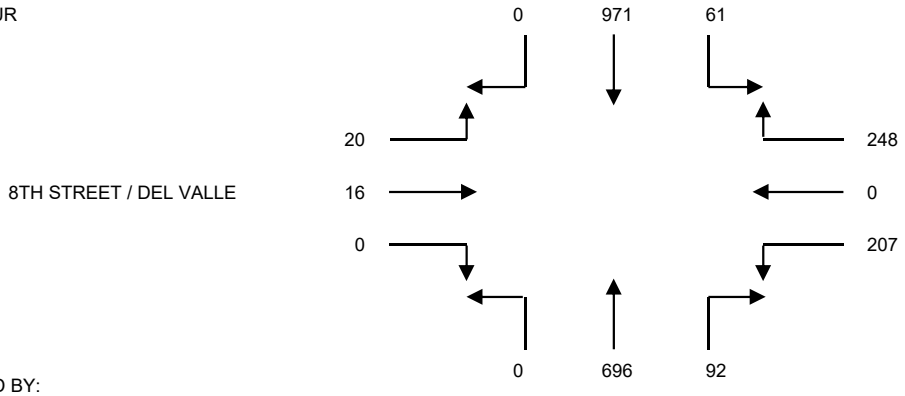
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 8TH STREET / DEL VALLE
FILE NUMBER: 2_AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	191	5	25	0	32	17	122	0	0	3	1
0715-0730	0	203	9	31	0	39	23	135	0	1	0	3
0730-0745	0	229	6	59	0	39	15	186	0	1	5	4
0745-0800	0	233	14	43	0	37	16	192	0	4	5	2
0800-0815	0	253	13	56	0	47	22	171	0	0	4	2
0815-0830	0	246	15	57	0	43	30	159	0	1	5	6
0830-0845	0	224	12	66	0	58	24	149	0	0	2	3
0845-0900	0	270	19	68	0	40	21	174	0	0	3	4
0900-0915	0	231	14	62	0	56	25	196	0	0	8	8
0915-0930	0	246	16	52	0	53	22	177	0	0	3	5
0930-0945	0	228	19	55	0	35	21	162	0	0	7	10
0945-1000	0	221	25	40	0	33	25	155	0	2	4	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	0	856	34	158	0	147	71	635	0	6	13	10	1930
0715-0815	0	918	42	189	0	162	76	684	0	6	14	11	2102
0730-0830	0	961	48	215	0	166	83	708	0	6	19	14	2220
0745-0845	0	956	54	222	0	185	92	671	0	5	16	13	2214
0800-0900	0	993	59	247	0	188	97	653	0	1	14	15	2267
0815-0915	0	971	60	253	0	197	100	678	0	1	18	21	2299
0830-0930	0	971	61	248	0	207	92	696	0	0	16	20	2311
0845-0945	0	975	68	237	0	184	89	709	0	0	21	27	2310
0900-1000	0	926	74	209	0	177	93	690	0	2	22	28	2221

A.M. PEAK HOUR
0830-0930



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

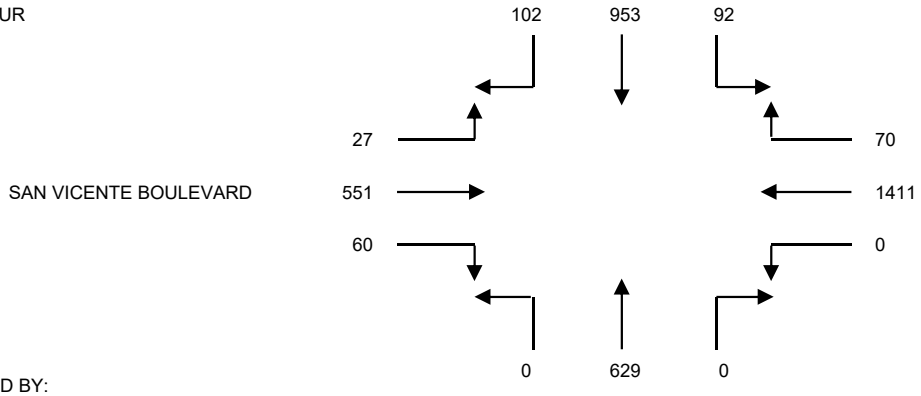
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SAN VICENTE BOULEVARD
FILE NUMBER: 3_AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	6	227	24	21	299	0	0	111	0	5	68	7
0715-0730	12	236	20	20	301	0	0	141	0	9	78	10
0730-0745	12	244	13	23	386	0	0	151	0	18	93	5
0745-0800	18	231	22	29	333	0	0	154	0	19	119	5
0800-0815	22	239	29	20	383	0	0	149	0	14	146	9
0815-0830	20	259	21	10	339	0	0	159	0	18	136	5
0830-0845	29	213	16	18	363	0	0	165	0	15	147	5
0845-0900	31	242	26	22	326	0	0	156	0	13	122	8
0900-0915	29	228	21	19	370	0	0	160	0	16	134	13
0915-0930	29	241	19	22	349	0	0	142	0	19	124	8
0930-0945	20	216	20	31	372	0	0	153	0	16	118	7
0945-1000	22	200	28	20	336	0	0	134	0	13	105	11

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	48	938	79	93	1319	0	0	557	0	51	358	27	3470
0715-0815	64	950	84	92	1403	0	0	595	0	60	436	29	3713
0730-0830	72	973	85	82	1441	0	0	613	0	69	494	24	3853
0745-0845	89	942	88	77	1418	0	0	627	0	66	548	24	3879
0800-0900	102	953	92	70	1411	0	0	629	0	60	551	27	3895
0815-0915	109	942	84	69	1398	0	0	640	0	62	539	31	3874
0830-0930	118	924	82	81	1408	0	0	623	0	63	527	34	3860
0845-0945	109	927	86	94	1417	0	0	611	0	64	498	36	3842
0900-1000	100	885	88	92	1427	0	0	589	0	64	481	39	3765

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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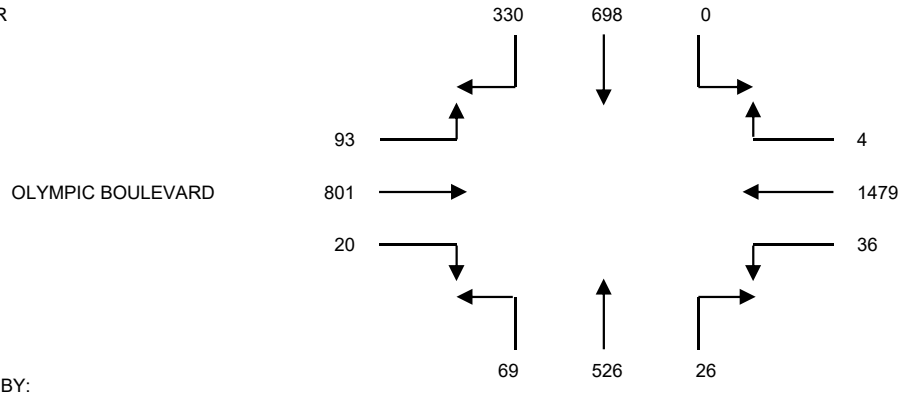
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S FAIRFAX AVENUE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 4_AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	65	170	0	0	348	3	13	108	17	5	90	11
0715-0730	80	181	0	1	362	11	10	138	18	3	121	13
0730-0745	84	172	0	1	370	18	10	118	20	2	175	19
0745-0800	92	180	0	2	363	10	7	148	23	3	183	16
0800-0815	81	162	0	1	383	13	8	119	20	5	191	22
0815-0830	68	185	0	0	359	8	4	135	16	7	213	21
0830-0845	89	171	0	1	374	5	7	124	10	5	214	34
0845-0900	84	176	0	0	319	8	5	135	13	3	218	22
0900-0915	85	160	0	2	306	8	9	124	14	1	222	22
0915-0930	77	173	0	1	263	9	5	139	10	2	204	27
0930-0945	71	145	0	1	287	11	5	127	12	5	203	21
0945-1000	80	148	0	2	275	12	10	118	19	3	197	21

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	321	703	0	4	1443	42	40	512	78	13	569	59	3784
0715-0815	337	695	0	5	1478	52	35	523	81	13	670	70	3959
0730-0830	325	699	0	4	1475	49	29	520	79	17	762	78	4037
0745-0845	330	698	0	4	1479	36	26	526	69	20	801	93	4082
0800-0900	322	694	0	2	1435	34	24	513	59	20	836	99	4038
0815-0915	326	692	0	3	1358	29	25	518	53	16	867	99	3986
0830-0930	335	680	0	4	1262	30	26	522	47	11	858	105	3880
0845-0945	317	654	0	4	1175	36	24	525	49	11	847	92	3734
0900-1000	313	626	0	6	1131	40	29	508	55	11	826	91	3636

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S SAN VICENTE BOULEVARD
E/W OLYMPIC BOULEVARD
FILE NUMBER: 5_AM

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG		
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC
15 MINUTE	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH
0700-0715	2	88	0	48	284	0	5	1	278	68	2	29	70
0715-0730	2	108	0	55	290	0	7	2	260	72	2	33	85
0730-0745	3	121	0	111	318	0	5	0	252	66	2	58	123
0745-0800	6	138	0	122	288	0	6	1	242	69	1	30	165
0800-0815	4	146	0	128	323	0	10	1	273	66	2	39	172
0815-0830	8	167	0	116	322	0	5	0	267	51	3	48	180
0830-0845	2	184	0	113	336	0	10	0	264	39	1	32	198
0845-0900	4	154	0	127	280	0	15	2	250	36	0	21	201
0900-0915	7	135	0	133	268	0	22	1	255	42	4	29	200
0915-0930	6	134	0	139	255	0	15	1	225	20	2	20	205
0930-0945	6	145	0	140	260	0	13	0	276	28	2	25	187
0945-1000	5	149	0	132	242	0	9	0	264	34	3	26	194

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG			
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC	
1 HOUR	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	TOTALS
0700-0800	13	455	0	336	1180	0	23	4	1032	275	7	150	443	3918
0715-0815	15	513	0	416	1219	0	28	4	1027	273	7	160	545	4207
0730-0830	21	572	0	477	1251	0	26	2	1034	252	8	175	640	4458
0745-0845	20	635	0	479	1269	0	31	2	1046	225	7	149	715	4578
0800-0900	18	651	0	484	1261	0	40	3	1054	192	6	140	751	4600
0815-0915	21	640	0	489	1206	0	52	3	1036	168	8	130	779	4532
0830-0930	19	607	0	512	1139	0	62	4	994	137	7	102	804	4387
0845-0945	23	568	0	539	1063	0	65	4	1006	126	8	95	793	4290
0900-1000	24	563	0	544	1025	0	59	2	1020	124	11	100	786	4258

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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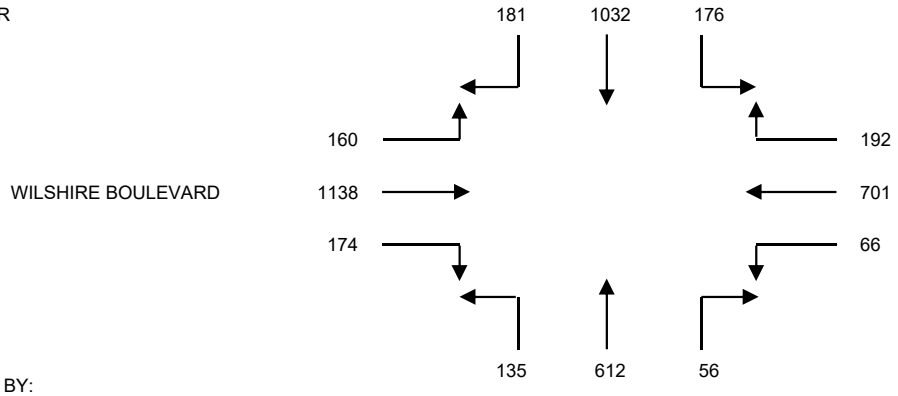
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	51	239	32	52	145	13	13	178	35	26	207	33
0315-0330	49	230	59	59	155	15	13	159	30	30	203	22
0330-0345	35	232	39	58	169	13	18	153	24	42	245	34
0345-0400	45	246	41	46	157	19	19	164	34	37	226	32
0400-0415	57	237	58	31	149	17	17	141	26	44	247	43
0415-0430	51	279	58	40	153	20	13	163	29	31	252	36
0430-0445	38	250	37	32	168	15	10	154	40	21	288	37
0445-0500	45	266	41	30	154	17	14	156	34	30	281	36
0500-0515	37	248	55	42	168	13	12	143	36	44	303	31
0515-0530	59	257	43	56	198	19	16	171	36	37	283	36
0530-0545	43	245	40	58	176	15	11	139	34	55	297	50
0545-0600	42	282	38	36	159	19	17	159	29	38	255	43

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	180	947	171	215	626	60	63	654	123	135	881	121	4176
0315-0415	186	945	197	194	630	64	67	617	114	153	921	131	4219
0330-0430	188	994	196	175	628	69	67	621	113	154	970	145	4320
0345-0445	191	1012	194	149	627	71	59	622	129	133	1013	148	4348
0400-0500	191	1032	194	133	624	69	54	614	129	126	1068	152	4386
0415-0515	171	1043	191	144	643	65	49	616	139	126	1124	140	4451
0430-0530	179	1021	176	160	688	64	52	624	146	132	1155	140	4537
0445-0545	184	1016	179	186	696	64	53	609	140	166	1164	153	4610
0500-0600	181	1032	176	192	701	66	56	612	135	174	1138	160	4623

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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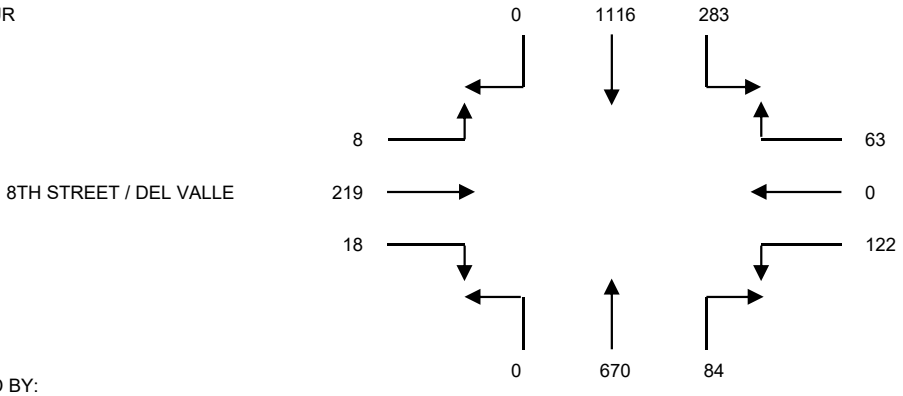
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W 8TH STREET / DEL VALLE
FILE NUMBER: 2_PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	0	221	51	18	0	23	19	160	0	0	32	0
0315-0330	0	237	57	20	0	18	21	150	0	2	30	1
0330-0345	0	265	61	22	0	19	20	158	0	2	36	1
0345-0400	0	268	58	20	0	15	17	161	0	5	37	1
0400-0415	0	280	86	31	0	22	25	177	0	7	55	2
0415-0430	0	239	64	21	0	20	20	143	0	3	62	3
0430-0445	0	251	56	15	0	22	36	162	0	5	66	0
0445-0500	0	291	57	15	0	30	24	185	0	5	56	2
0500-0515	0	293	85	16	0	39	22	163	0	8	46	5
0515-0530	0	251	68	19	0	28	20	157	0	3	60	1
0530-0545	0	281	73	13	0	25	18	165	0	2	57	0
0545-0600	0	252	66	10	0	29	20	158	0	3	49	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	0	991	227	80	0	75	77	629	0	9	135	3	2226
0315-0415	0	1050	262	93	0	74	83	646	0	16	158	5	2387
0330-0430	0	1052	269	94	0	76	82	639	0	17	190	7	2426
0345-0445	0	1038	264	87	0	79	98	643	0	20	220	6	2455
0400-0500	0	1061	263	82	0	94	105	667	0	20	239	7	2538
0415-0515	0	1074	262	67	0	111	102	653	0	21	230	10	2530
0430-0530	0	1086	266	65	0	119	102	667	0	21	228	8	2562
0445-0545	0	1116	283	63	0	122	84	670	0	18	219	8	2583
0500-0600	0	1077	292	58	0	121	80	643	0	16	212	6	2505

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

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ARCADIA, CALIFORNIA 91005
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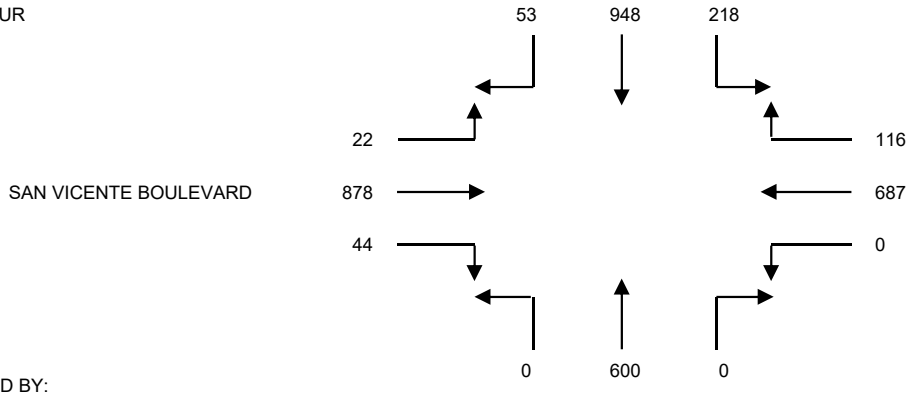
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W SAN VICENTE BOULEVARD
FILE NUMBER: 3_PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	9	204	61	36	177	0	0	140	0	9	212	4
0315-0330	12	211	48	43	168	0	0	141	0	16	233	3
0330-0345	15	218	40	36	164	0	0	132	0	10	228	7
0345-0400	9	225	34	28	171	0	0	153	0	10	216	7
0400-0415	11	231	46	31	172	0	0	143	0	8	219	8
0415-0430	8	208	44	39	161	0	0	141	0	8	224	3
0430-0445	9	229	55	26	161	0	0	136	0	10	231	7
0445-0500	13	222	47	33	169	0	0	162	0	14	227	4
0500-0515	12	261	62	32	172	0	0	154	0	7	206	8
0515-0530	19	236	54	25	185	0	0	148	0	13	214	3
0530-0545	16	213	48	24	163	0	0	137	0	19	197	1
0545-0600	17	248	44	26	160	0	0	144	0	15	202	2

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	45	858	183	143	680	0	0	566	0	45	889	21	3430
0315-0415	47	885	168	138	675	0	0	569	0	44	896	25	3447
0330-0430	43	882	164	134	668	0	0	569	0	36	887	25	3408
0345-0445	37	893	179	124	665	0	0	573	0	36	890	25	3422
0400-0500	41	890	192	129	663	0	0	582	0	40	901	22	3460
0415-0515	42	920	208	130	663	0	0	593	0	39	888	22	3505
0430-0530	53	948	218	116	687	0	0	600	0	44	878	22	3566
0445-0545	60	932	211	114	689	0	0	601	0	53	844	16	3520
0500-0600	64	958	208	107	680	0	0	583	0	54	819	14	3487

P.M. PEAK HOUR
0430-0530



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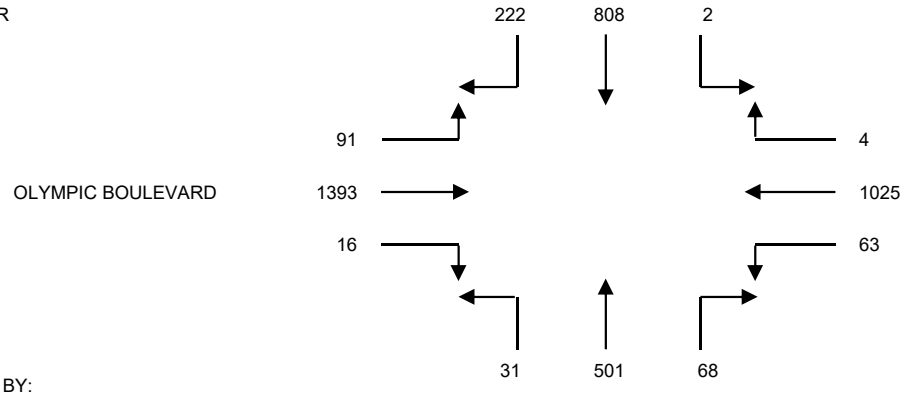
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S FAIRFAX AVENUE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 4_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	59	182	1	2	236	17	13	116	10	10	280	25
0315-0330	59	183	0	2	201	16	9	112	11	8	320	38
0330-0345	62	175	0	3	213	15	5	115	7	4	366	30
0345-0400	42	153	0	0	208	14	11	117	6	4	353	26
0400-0415	50	198	1	1	243	19	12	116	13	8	355	25
0415-0430	51	186	0	1	223	14	8	128	8	3	343	35
0430-0445	69	193	0	1	230	12	9	112	5	5	374	33
0445-0500	58	170	1	0	237	10	14	121	5	3	354	24
0500-0515	63	185	1	1	282	13	19	131	4	4	350	26
0515-0530	50	207	0	1	243	18	18	122	7	2	326	21
0530-0545	54	210	0	0	254	17	14	130	11	2	362	24
0545-0600	55	206	1	2	246	15	17	118	9	8	355	20

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	222	693	1	7	858	62	38	460	34	26	1319	119	3839
0315-0415	213	709	1	6	865	64	37	460	37	24	1394	119	3929
0330-0430	205	712	1	5	887	62	36	476	34	19	1417	116	3970
0345-0445	212	730	1	3	904	59	40	473	32	20	1425	119	4018
0400-0500	228	747	2	3	933	55	43	477	31	19	1426	117	4081
0415-0515	241	734	2	3	972	49	50	492	22	15	1421	118	4119
0430-0530	240	755	2	3	992	53	60	486	21	14	1404	104	4134
0445-0545	225	772	2	2	1016	58	65	504	27	11	1392	95	4169
0500-0600	222	808	2	4	1025	63	68	501	31	16	1393	91	4224

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES
DATE: THURSDAY, MAY 30, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S SAN VICENTE BOULEVARD
E/W OLYMPIC BOULEVARD
FILE NUMBER: 5_PM

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG		
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC
15 MINUTE	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH
0300-0315	3	254	0	60	189	0	16	0	149	27	0	58	241
0315-0330	5	276	0	54	203	0	25	0	173	26	0	58	250
0330-0345	2	281	0	52	210	0	30	0	150	20	2	58	283
0345-0400	3	269	0	63	208	0	39	0	168	17	3	75	300
0400-0415	2	288	0	59	192	0	28	0	150	21	1	59	307
0415-0430	1	264	0	44	224	0	28	3	153	28	2	76	301
0430-0445	3	283	0	52	218	0	24	1	135	20	3	68	291
0445-0500	4	292	0	70	232	0	31	1	165	23	0	58	288
0500-0515	1	276	0	58	239	0	40	0	140	26	0	50	299
0515-0530	1	254	0	44	241	0	42	1	155	26	4	63	328
0530-0545	3	264	0	40	242	0	36	0	124	23	2	69	315
0545-0600	0	266	0	49	220	0	40	1	154	28	0	52	300

	SAN VICENTE SB LEG			OLYMPIC WB LEG			ORANGE GROVE	SAN VICENTE NB LEG			OLYMPIC EB LEG			
	TO ORANGE	TO SV	NO LT	TO SV	TO OLYMPIC	NO LT	TO SV	TO OLYMPIC	TO SV	TO OLYMPIC	TO ORANGE	TO SV	TO OLYMPIC	
1 HOUR	1	2	3	4	5	6	7A	7B	8	9	10A	10B	11	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBTH	NBLT	EBRT	EBRT	EBTH	TOTALS
0300-0400	13	1080	0	229	810	0	110	0	640	90	5	249	1074	4300
0315-0415	12	1114	0	228	813	0	122	0	641	84	6	250	1140	4410
0330-0430	8	1102	0	218	834	0	125	3	621	86	8	268	1191	4464
0345-0445	9	1104	0	218	842	0	119	4	606	86	9	278	1199	4474
0400-0500	10	1127	0	225	866	0	111	5	603	92	6	261	1187	4493
0415-0515	9	1115	0	224	913	0	123	5	593	97	5	252	1179	4515
0430-0530	9	1105	0	224	930	0	137	3	595	95	7	239	1206	4550
0445-0545	9	1086	0	212	954	0	149	2	584	98	6	240	1230	4570
0500-0600	5	1060	0	191	942	0	158	2	573	103	6	234	1242	4516

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
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.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: FAIRFAX AVENUE / WILSHIRE BOULEVARD

FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	10	23	17	8
0715-0730	7	17	14	25
0730-0745	27	16	13	8
0745-0800	13	15	18	13
0800-0815	17	19	20	7
0815-0830	10	11	10	11
0830-0845	27	14	27	29
0845-0900	15	17	30	18
0900-0915	25	17	19	14
0915-0930	12	13	22	9
0930-0945	21	15	20	6
0945-1000	18	19	25	16

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	0	1	0
0715-0730	0	1	0	1
0730-0745	1	0	2	1
0745-0800	0	2	1	0
0800-0815	1	1	0	4
0815-0830	2	0	0	1
0830-0845	0	1	1	2
0845-0900	2	0	0	2
0900-0915	2	1	2	1
0915-0930	3	2	3	2
0930-0945	0	0	1	1
0945-1000	1	2	2	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	57	71	62	54	244
0715-0815	64	67	65	53	249
0730-0830	67	61	61	39	228
0745-0845	67	59	75	60	261
0800-0900	69	61	87	65	282
0815-0915	77	59	86	72	294
0830-0930	79	61	98	70	308
0845-0945	73	62	91	47	273
0900-1000	76	64	86	45	271

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	3	3	4	2	12
0715-0815	2	4	3	6	15
0730-0830	4	3	3	6	16
0745-0845	3	4	2	7	16
0800-0900	5	2	1	9	17
0815-0915	6	2	3	6	17
0830-0930	7	4	6	7	24
0845-0945	7	3	6	6	22
0900-1000	6	5	8	6	25

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: FAIRFAX AVENUE / WILSHIRE BOULEVARD

FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	32	27	33	22
0315-0330	24	29	27	20
0330-0345	19	27	62	13
0345-0400	13	17	52	12
0400-0415	19	13	33	18
0415-0430	63	99	42	11
0430-0445	30	31	48	17
0445-0500	37	36	42	10
0500-0515	37	24	61	17
0515-0530	26	34	36	17
0530-0545	27	37	38	26
0545-0600	23	29	42	21

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	3	1	0
0315-0330	2	0	0	0
0330-0345	0	0	3	1
0345-0400	1	0	1	2
0400-0415	0	0	3	4
0415-0430	4	4	1	1
0430-0445	3	0	4	1
0445-0500	6	1	0	5
0500-0515	0	0	5	3
0515-0530	0	0	2	2
0530-0545	3	2	2	3
0545-0600	2	1	2	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	88	100	174	67	429
0315-0415	75	86	174	63	398
0330-0430	114	156	189	54	513
0345-0445	125	160	175	58	518
0400-0500	149	179	165	56	549
0415-0515	167	190	193	55	605
0430-0530	130	125	187	61	503
0445-0545	127	131	177	70	505
0500-0600	113	124	177	81	495

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	3	5	3	14
0315-0415	3	0	7	7	17
0330-0430	5	4	8	8	25
0345-0445	8	4	9	8	29
0400-0500	13	5	8	11	37
0415-0515	13	5	10	10	38
0430-0530	9	1	11	11	32
0445-0545	9	3	9	13	34
0500-0600	5	3	11	10	29

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: FAIRFAX AVENUE / 8TH STREET - DEL VALLE

FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	1	0	1
0715-0730	1	2	0	0
0730-0745	1	4	0	1
0745-0800	3	4	0	1
0800-0815	0	6	0	1
0815-0830	2	6	0	3
0830-0845	3	4	0	1
0845-0900	0	9	0	1
0900-0915	0	5	0	1
0915-0930	1	4	0	0
0930-0945	5	4	0	0
0945-1000	0	9	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	1
0715-0730	0	1	0	1
0730-0745	1	0	0	0
0745-0800	0	0	0	1
0800-0815	0	1	0	5
0815-0830	0	0	0	0
0830-0845	1	0	0	1
0845-0900	1	0	0	0
0900-0915	0	1	0	0
0915-0930	0	1	0	2
0930-0945	0	2	0	0
0945-1000	0	1	0	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	6	11	0	3	20
0715-0815	5	16	0	3	24
0730-0830	6	20	0	6	32
0745-0845	8	20	0	6	34
0800-0900	5	25	0	6	36
0815-0915	5	24	0	6	35
0830-0930	4	22	0	3	29
0845-0945	6	22	0	2	30
0900-1000	6	22	0	1	29

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	2	0	3	6
0715-0815	1	2	0	7	10
0730-0830	1	1	0	6	8
0745-0845	1	1	0	7	9
0800-0900	2	1	0	6	9
0815-0915	2	1	0	1	4
0830-0930	2	2	0	3	7
0845-0945	1	4	0	2	7
0900-1000	0	5	0	6	11

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: FAIRFAX AVENUE / 8TH STREET - DEL VALLE

FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	4	0	2
0315-0330	2	3	0	1
0330-0345	2	3	0	3
0345-0400	4	4	0	3
0400-0415	4	7	0	5
0415-0430	2	7	0	4
0430-0445	4	2	0	2
0445-0500	1	8	0	4
0500-0515	5	6	0	4
0515-0530	4	9	0	7
0530-0545	4	7	0	3
0545-0600	3	7	0	4

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	1
0315-0330	2	0	0	0
0330-0345	0	2	0	1
0345-0400	0	0	0	0
0400-0415	3	0	0	1
0415-0430	1	1	0	2
0430-0445	0	3	0	1
0445-0500	1	2	0	1
0500-0515	0	2	0	2
0515-0530	1	1	0	0
0530-0545	1	1	0	3
0545-0600	0	0	0	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	10	14	0	9	33
0315-0415	12	17	0	12	41
0330-0430	12	21	0	15	48
0345-0445	14	20	0	14	48
0400-0500	11	24	0	15	50
0415-0515	12	23	0	14	49
0430-0530	14	25	0	17	56
0445-0545	14	30	0	18	62
0500-0600	16	29	0	18	63

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	2	0	2	6
0315-0415	5	2	0	2	9
0330-0430	4	3	0	4	11
0345-0445	4	4	0	4	12
0400-0500	5	6	0	5	16
0415-0515	2	8	0	6	16
0430-0530	2	8	0	4	14
0445-0545	3	6	0	6	15
0500-0600	2	4	0	7	13

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: FAIRFAX AVENUE / SAN VICENTE BOULEVARD

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	4	15	0	2
0715-0730	3	5	0	1
0730-0745	5	7	0	5
0745-0800	6	7	0	3
0800-0815	3	5	0	3
0815-0830	1	5	0	2
0830-0845	4	4	0	3
0845-0900	3	13	0	10
0900-0915	2	7	0	8
0915-0930	3	11	0	6
0930-0945	2	15	0	4
0945-1000	0	10	0	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	0	0
0715-0730	3	0	0	1
0730-0745	1	0	0	0
0745-0800	1	1	2	0
0800-0815	1	1	0	4
0815-0830	0	0	0	1
0830-0845	3	1	1	1
0845-0900	0	1	0	0
0900-0915	0	0	0	0
0915-0930	1	2	0	4
0930-0945	1	0	0	0
0945-1000	0	1	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	18	34	0	11	63
0715-0815	17	24	0	12	53
0730-0830	15	24	0	13	52
0745-0845	14	21	0	11	46
0800-0900	11	27	0	18	56
0815-0915	10	29	0	23	62
0830-0930	12	35	0	27	74
0845-0945	10	46	0	28	84
0900-1000	7	43	0	21	71

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	6	1	2	1	10
0715-0815	6	2	2	5	15
0730-0830	3	2	2	5	12
0745-0845	5	3	3	6	17
0800-0900	4	3	1	6	14
0815-0915	3	2	1	2	8
0830-0930	4	4	1	5	14
0845-0945	2	3	0	4	9
0900-1000	2	3	0	4	9

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: FAIRFAX AVENUE / SAN VICENTE BOULEVARD

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	3	0	4
0315-0330	3	7	0	6
0330-0345	2	10	0	6
0345-0400	7	8	0	5
0400-0415	1	10	0	8
0415-0430	0	6	0	3
0430-0445	8	15	0	2
0445-0500	6	9	0	8
0500-0515	2	5	0	4
0515-0530	10	3	0	17
0530-0545	1	7	0	6
0545-0600	6	4	0	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	3	0	0
0315-0330	0	0	0	2
0330-0345	1	0	0	2
0345-0400	1	0	0	1
0400-0415	0	0	0	5
0415-0430	0	3	2	0
0430-0445	2	2	2	2
0445-0500	0	0	1	3
0500-0515	1	0	0	4
0515-0530	0	0	2	3
0530-0545	0	0	0	3
0545-0600	0	1	1	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	12	28	0	21	61
0315-0415	13	35	0	25	73
0330-0430	10	34	0	22	66
0345-0445	16	39	0	18	73
0400-0500	15	40	0	21	76
0415-0515	16	35	0	17	68
0430-0530	26	32	0	31	89
0445-0545	19	24	0	35	78
0500-0600	19	19	0	30	68

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	2	3	0	5	10
0315-0415	2	0	0	10	12
0330-0430	2	3	2	8	15
0345-0445	3	5	4	8	20
0400-0500	2	5	5	10	22
0415-0515	3	5	5	9	22
0430-0530	3	2	5	12	22
0445-0545	1	0	3	13	17
0500-0600	1	1	3	12	17

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: FAIRFAX AVENUE / OLYMPIC BOULEVARD

FILE: 4AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	3	8	18	4
0715-0730	2	20	15	2
0730-0745	7	25	13	6
0745-0800	3	16	23	5
0800-0815	4	13	11	11
0815-0830	2	8	11	12
0830-0845	3	5	15	5
0845-0900	5	15	14	5
0900-0915	1	4	6	7
0915-0930	3	13	6	3
0930-0945	4	10	8	7
0945-1000	2	6	4	4

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	1	2
0715-0730	1	1	0	1
0730-0745	0	0	1	0
0745-0800	0	1	0	0
0800-0815	1	0	1	2
0815-0830	1	0	0	3
0830-0845	1	2	0	0
0845-0900	0	2	2	3
0900-0915	0	0	0	1
0915-0930	0	1	1	2
0930-0945	2	0	1	1
0945-1000	1	0	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	15	69	69	17	170
0715-0815	16	74	62	24	176
0730-0830	16	62	58	34	170
0745-0845	12	42	60	33	147
0800-0900	14	41	51	33	139
0815-0915	11	32	46	29	118
0830-0930	12	37	41	20	110
0845-0945	13	42	34	22	111
0900-1000	10	33	24	21	88

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	3	2	3	9
0715-0815	2	2	2	3	9
0730-0830	2	1	2	5	10
0745-0845	3	3	1	5	12
0800-0900	3	4	3	8	18
0815-0915	2	4	2	7	15
0830-0930	1	5	3	6	15
0845-0945	2	3	4	7	16
0900-1000	3	1	2	5	11

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: FAIRFAX AVENUE / OLYMPIC BOULEVARD

FILE: 4PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	9	17	21	19
0315-0330	4	6	21	7
0330-0345	2	10	19	4
0345-0400	2	11	22	4
0400-0415	3	19	19	7
0415-0430	1	13	6	9
0430-0445	7	7	13	4
0445-0500	1	11	12	11
0500-0515	0	12	27	11
0515-0530	7	19	18	6
0530-0545	5	17	20	13
0545-0600	2	12	8	11

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	1	1
0315-0330	0	0	0	3
0330-0345	0	0	0	0
0345-0400	1	3	1	0
0400-0415	0	2	1	1
0415-0430	0	0	1	0
0430-0445	0	0	2	1
0445-0500	2	2	0	3
0500-0515	1	2	1	1
0515-0530	0	2	1	5
0530-0545	0	1	1	1
0545-0600	1	2	1	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	17	44	83	34	178
0315-0415	11	46	81	22	160
0330-0430	8	53	66	24	151
0345-0445	13	50	60	24	147
0400-0500	12	50	50	31	143
0415-0515	9	43	58	35	145
0430-0530	15	49	70	32	166
0445-0545	13	59	77	41	190
0500-0600	14	60	73	41	188

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	1	3	2	4	10
0315-0415	1	5	2	4	12
0330-0430	1	5	3	1	10
0345-0445	1	5	5	2	13
0400-0500	2	4	4	5	15
0415-0515	3	4	4	5	16
0430-0530	3	6	4	10	23
0445-0545	3	7	3	10	23
0500-0600	2	7	4	10	23

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: SAN VICENTE BOULEVARD / OLYMPIC BOULEVARD

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	2	0
0715-0730	0	0	2	0
0730-0745	1	0	2	0
0745-0800	0	0	3	0
0800-0815	3	0	4	0
0815-0830	0	0	7	0
0830-0845	2	0	4	0
0845-0900	1	0	6	0
0900-0915	1	0	7	0
0915-0930	1	0	2	0
0930-0945	0	0	1	0
0945-1000	0	0	2	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	1	0
0745-0800	0	0	0	0
0800-0815	1	0	3	0
0815-0830	0	0	0	0
0830-0845	0	0	2	0
0845-0900	1	0	1	0
0900-0915	1	0	1	0
0915-0930	0	0	1	0
0930-0945	0	0	0	0
0945-1000	1	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	0	9	0	11
0715-0815	4	0	11	0	15
0730-0830	4	0	16	0	20
0745-0845	5	0	18	0	23
0800-0900	6	0	21	0	27
0815-0915	4	0	24	0	28
0830-0930	5	0	19	0	24
0845-0945	3	0	16	0	19
0900-1000	2	0	12	0	14

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	1	0	1
0715-0815	1	0	4	0	5
0730-0830	1	0	4	0	5
0745-0845	1	0	5	0	6
0800-0900	2	0	6	0	8
0815-0915	2	0	4	0	6
0830-0930	2	0	5	0	7
0845-0945	2	0	3	0	5
0900-1000	2	0	2	0	4

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: FAIRFAX DISTRICT - CITY OF LOS ANGELES

DATE: THURSDAY, MAY 30, 2019

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: SAN VICENTE BOULEVARD / OLYMPIC BOULEVARD

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	0	10	0
0315-0330	2	0	5	0
0330-0345	3	0	3	0
0345-0400	2	0	7	0
0400-0415	1	0	4	0
0415-0430	2	0	3	0
0430-0445	2	0	4	0
0445-0500	5	0	2	0
0500-0515	1	0	3	0
0515-0530	2	0	7	0
0530-0545	5	0	7	0
0545-0600	3	0	7	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	0	1	0
0315-0330	1	0	1	0
0330-0345	0	0	0	0
0345-0400	1	0	2	0
0400-0415	1	0	1	0
0415-0430	1	0	0	0
0430-0445	2	0	0	0
0445-0500	1	0	0	0
0500-0515	1	0	0	0
0515-0530	1	0	0	0
0530-0545	1	0	0	0
0545-0600	1	0	1	0

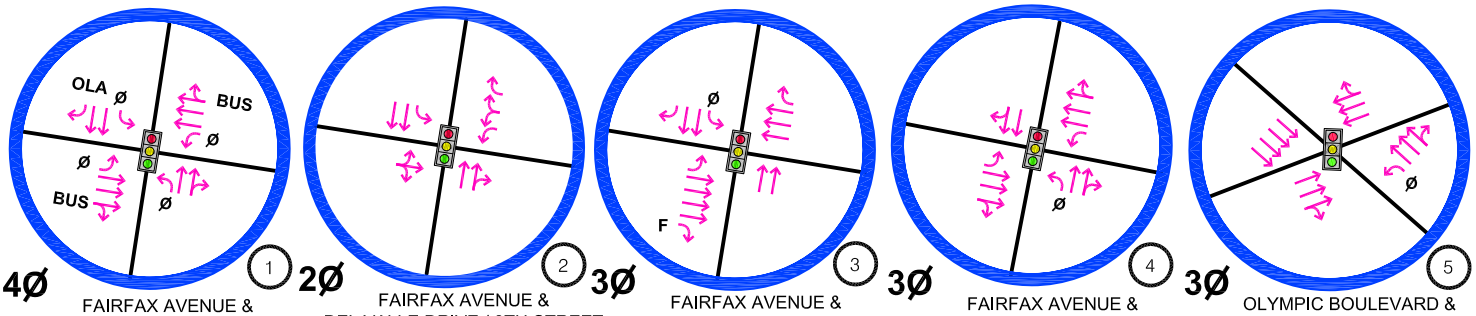
	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	9	0	25	0	34
0315-0415	8	0	19	0	27
0330-0430	8	0	17	0	25
0345-0445	7	0	18	0	25
0400-0500	10	0	13	0	23
0415-0515	10	0	12	0	22
0430-0530	10	0	16	0	26
0445-0545	13	0	19	0	32
0500-0600	11	0	24	0	35

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	0	4	0	7
0315-0415	3	0	4	0	7
0330-0430	3	0	3	0	6
0345-0445	5	0	3	0	8
0400-0500	5	0	1	0	6
0415-0515	5	0	0	0	5
0430-0530	5	0	0	0	5
0445-0545	4	0	0	0	4
0500-0600	4	0	1	0	5

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

TRAFFIC VOLUME FIGURES

LANE CONFIGURATION



4Ø FAIRFAX AVENUE & WILSHIRE BOULEVARD

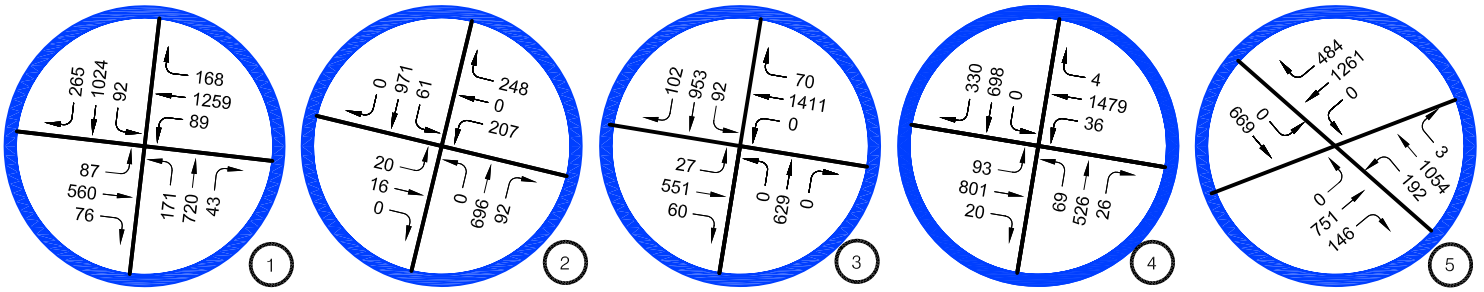
2Ø FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREET

3Ø FAIRFAX AVENUE & SAN VICENTE BOULEVARD

3Ø FAIRFAX AVENUE & OLYMPIC BOULEVARD

3Ø OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

AM PEAK HOUR TRAFFIC VOLUME



FAIRFAX AVENUE & WILSHIRE BOULEVARD

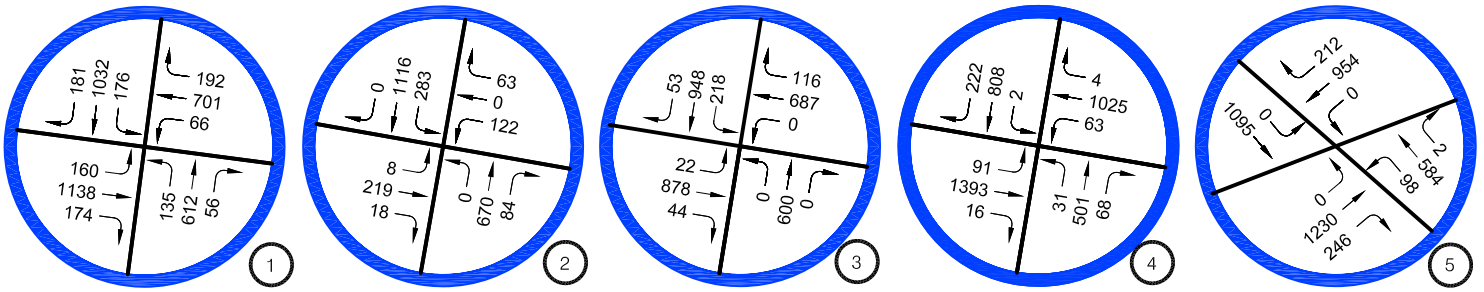
FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREET

FAIRFAX AVENUE & SAN VICENTE BOULEVARD

FAIRFAX AVENUE & OLYMPIC BOULEVARD

OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

PM PEAK HOUR TRAFFIC VOLUME



FAIRFAX AVENUE & WILSHIRE BOULEVARD

FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREET

FAIRFAX AVENUE & SAN VICENTE BOULEVARD

FAIRFAX AVENUE & OLYMPIC BOULEVARD

OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

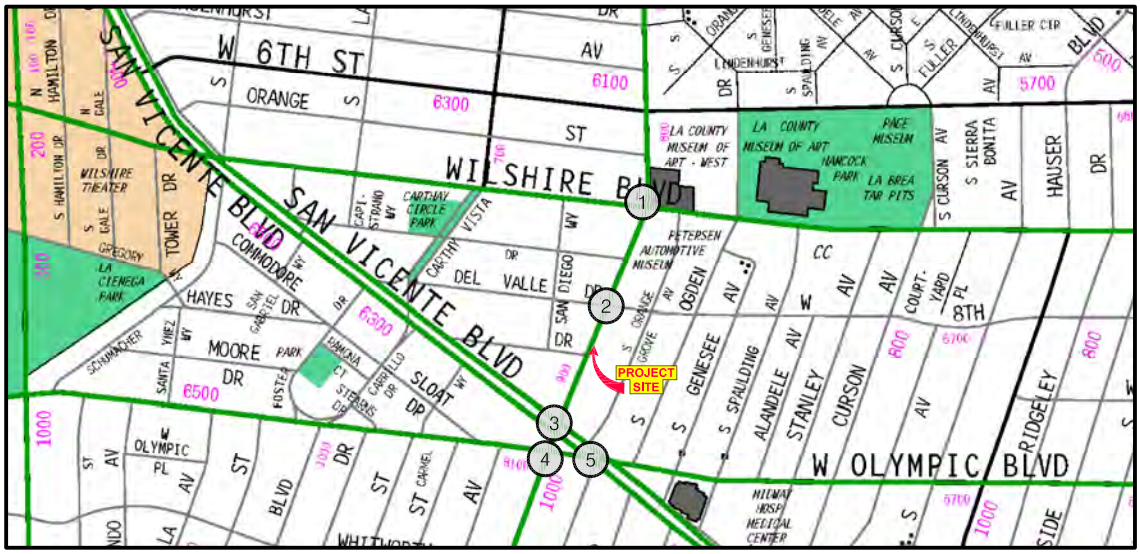
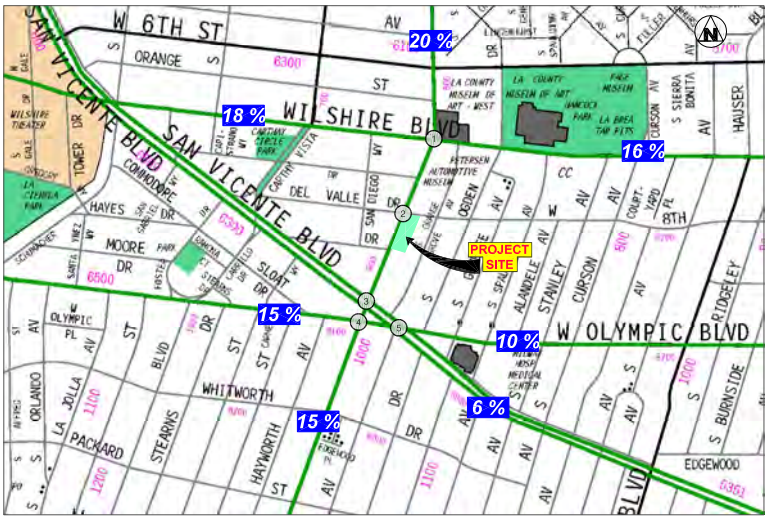


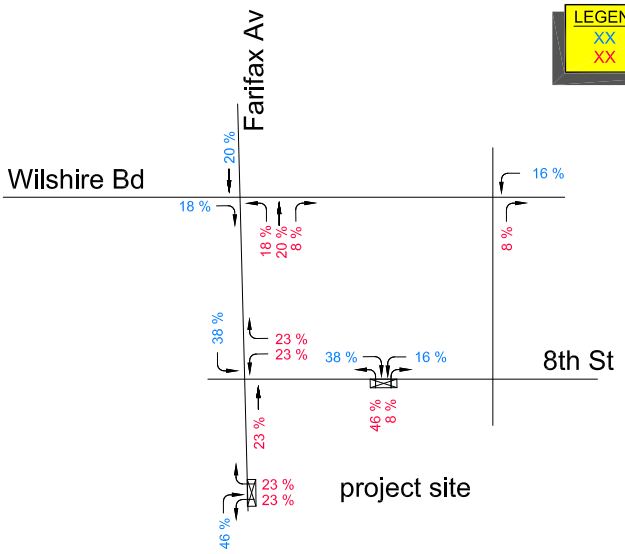
FIGURE 3

9/2019

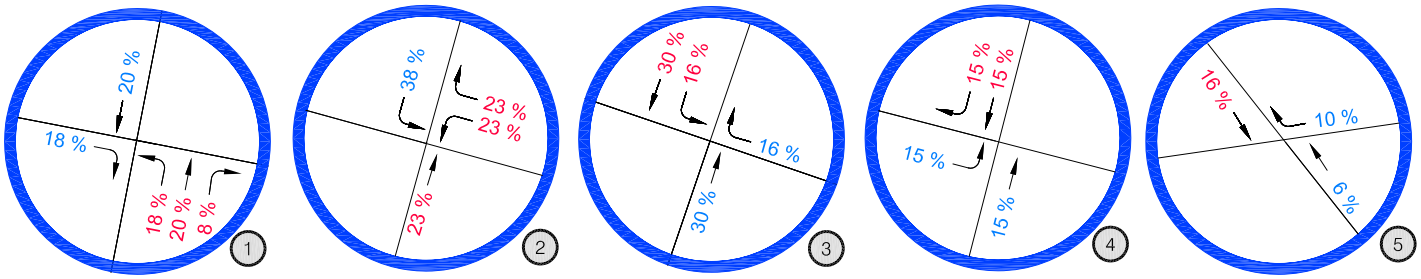
STUDY INTERSECTION LANE CONFIGURATIONS AND PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com





PROJECT TRIP DISTRIBUTION PERCENTAGES

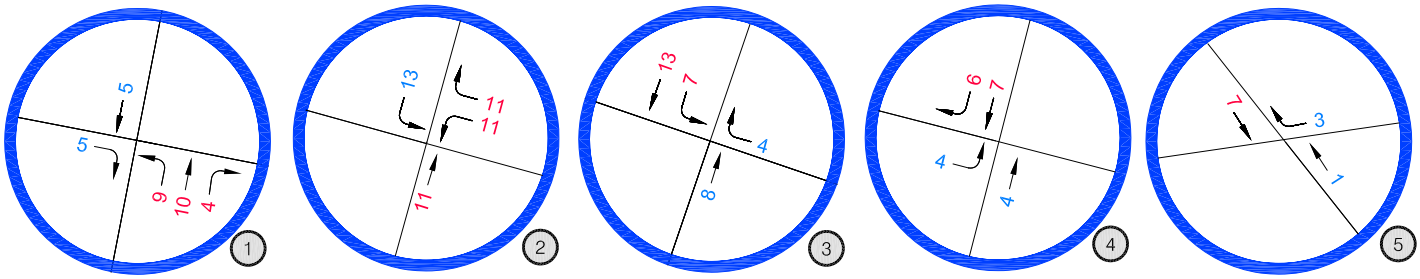


FAIRFAX AVENUE & WILSHIRE BOULEVARD | FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREERT | FAIRFAX AVENUE & SAN VICENTE BOULEVARD | FAIRFAX AVENUE & OLYMPIC BOULEVARD | OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

PROJECT TRIPS - In / (Out)

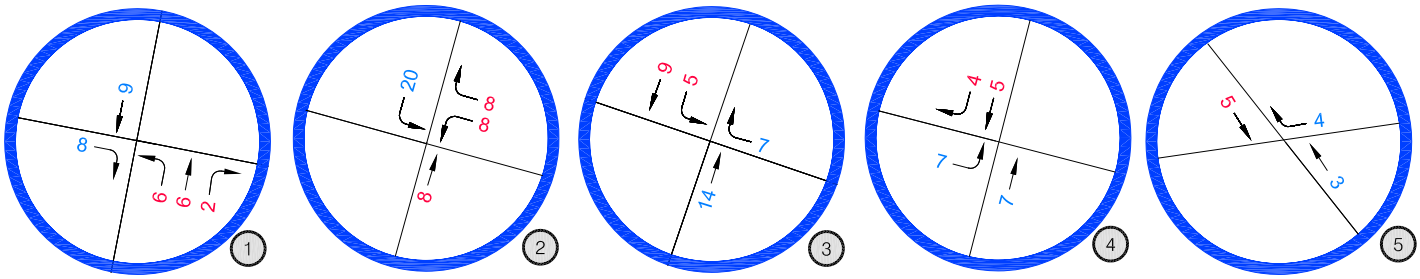
	NET ADJACENT AM PEAK HOUR TRIPS			NET ADJACENT PM PEAK HOUR TRIPS			NET STREET AM PEAK HOUR TRIPS			NET STREET PM PEAK HOUR TRIPS		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
	33	48	70	52	36	88	26	44	70	45	31	76

PROJECT AM PEAK HOUR TRAFFIC



FAIRFAX AVENUE & WILSHIRE BOULEVARD | FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREERT | FAIRFAX AVENUE & SAN VICENTE BOULEVARD | FAIRFAX AVENUE & OLYMPIC BOULEVARD | OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

PROJECT PM PEAK HOUR TRAFFIC



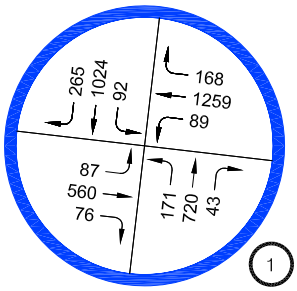
FAIRFAX AVENUE & WILSHIRE BOULEVARD | FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREERT | FAIRFAX AVENUE & SAN VICENTE BOULEVARD | FAIRFAX AVENUE & OLYMPIC BOULEVARD | OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

FIGURE 4

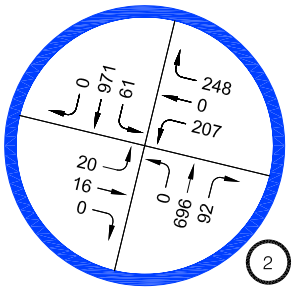
PROJECT PEAK HOUR TRAFFIC VOLUME DISTRIBUTION AND ASSIGNMENT

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 799 - 8423, otc@overlandtraffic.com

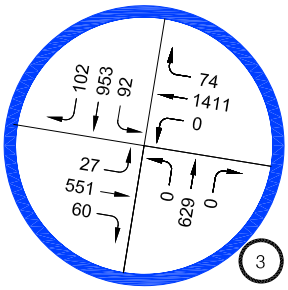
AM PEAK HOUR TRAFFIC VOLUME (EXISTING)



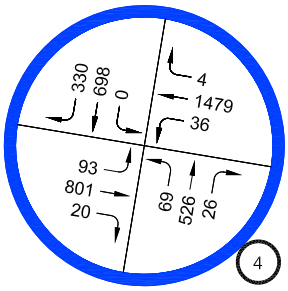
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



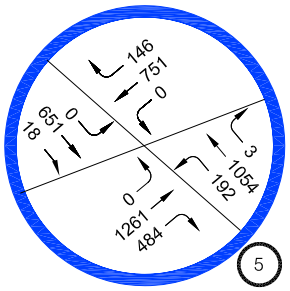
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD

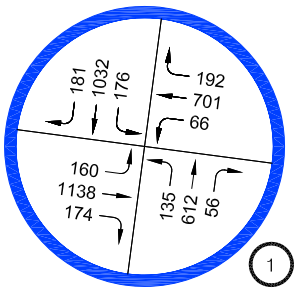


FAIRFAX AVENUE &
OLYMPIC BOULEVARD

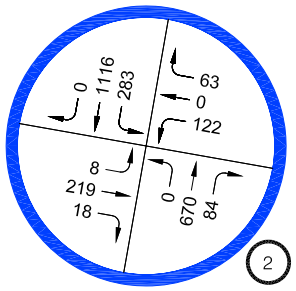


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

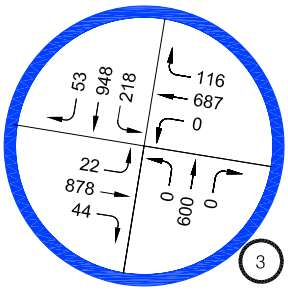
PM PEAK HOUR TRAFFIC VOLUME (EXISTING)



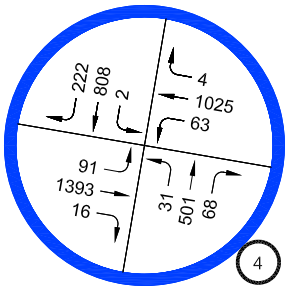
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



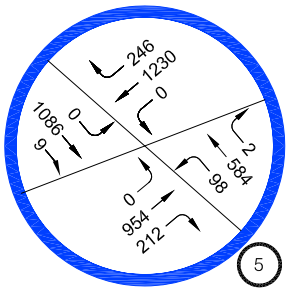
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD

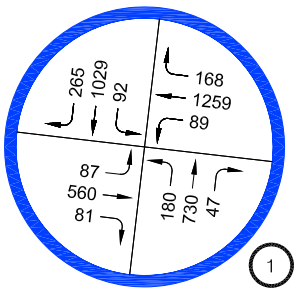


FAIRFAX AVENUE &
OLYMPIC BOULEVARD

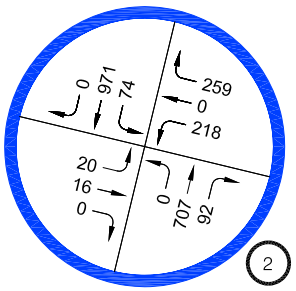


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

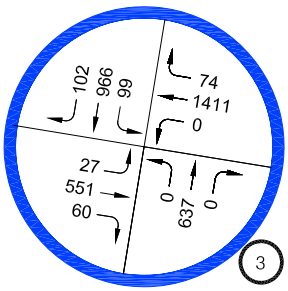
AM PEAK HOUR TRAFFIC VOLUME (EXISTING + PROJECT)



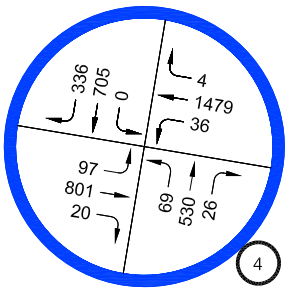
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



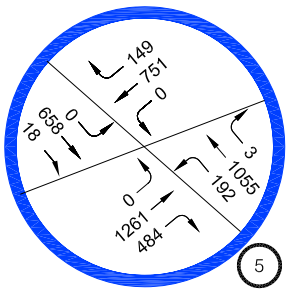
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD

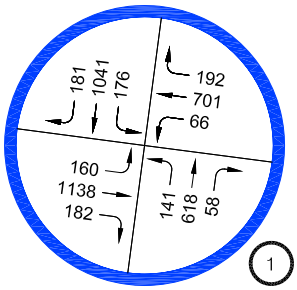


FAIRFAX AVENUE &
OLYMPIC BOULEVARD

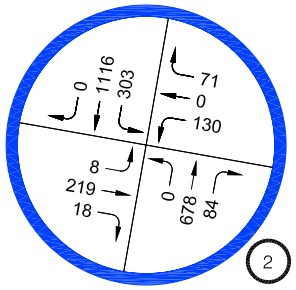


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

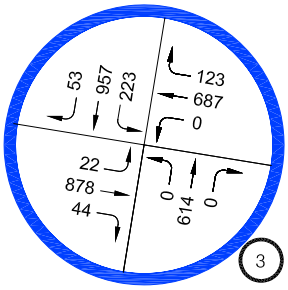
PM PEAK HOUR TRAFFIC VOLUME (EXISTING + PROJECT)



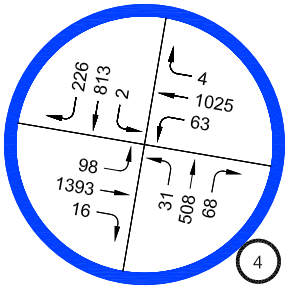
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



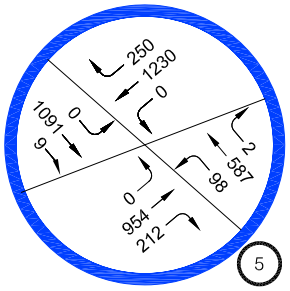
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD



FAIRFAX AVENUE &
OLYMPIC BOULEVARD



OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

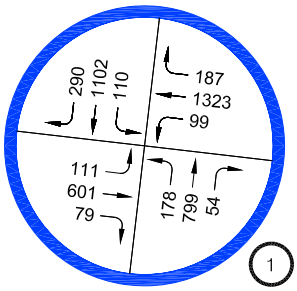
FIGURE 5

12/2019

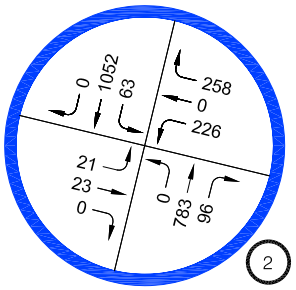
EXISTING AND EXISTING + PROJECT
PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

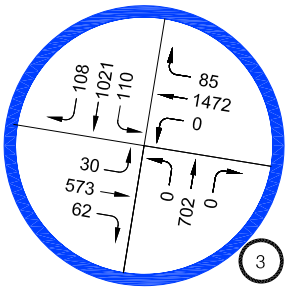
AM PEAK HOUR TRAFFIC VOLUME (WITHOUT PROJECT)



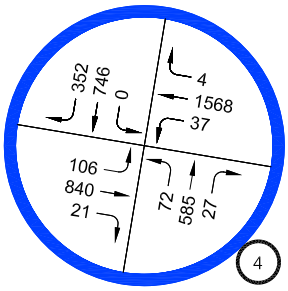
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



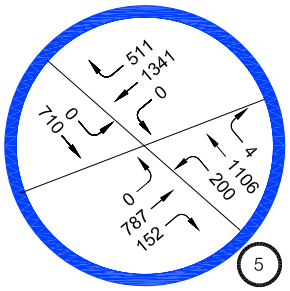
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD

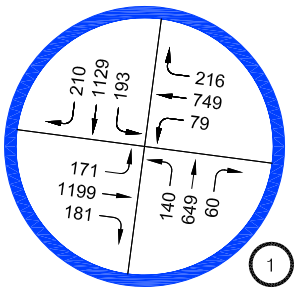


FAIRFAX AVENUE &
OLYMPIC BOULEVARD

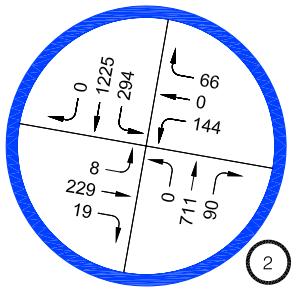


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

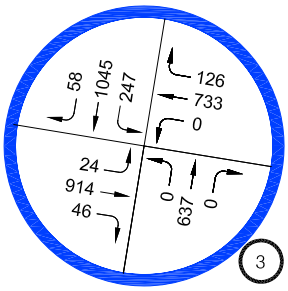
PM PEAK HOUR TRAFFIC VOLUME (WITHOUT PROJECT)



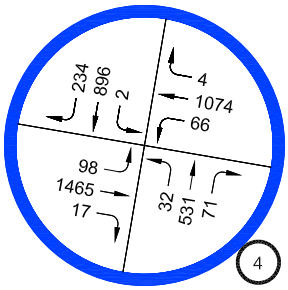
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



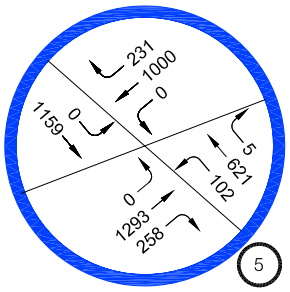
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD

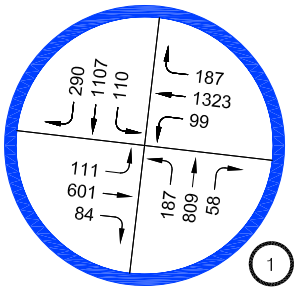


FAIRFAX AVENUE &
OLYMPIC BOULEVARD

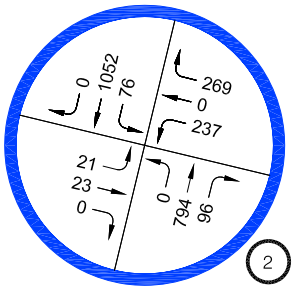


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

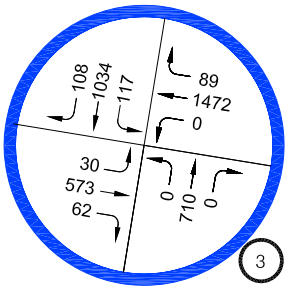
AM PEAK HOUR TRAFFIC VOLUME (CUMLATIVE + PROJECT)



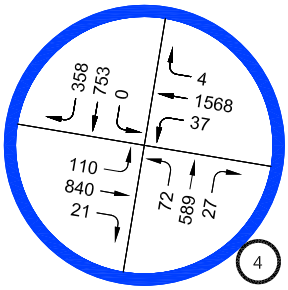
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



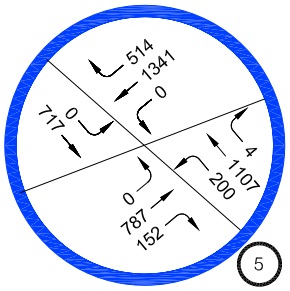
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD

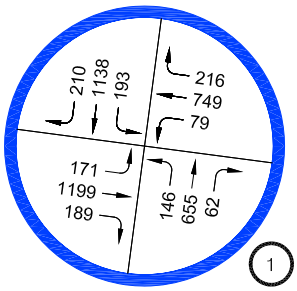


FAIRFAX AVENUE &
OLYMPIC BOULEVARD

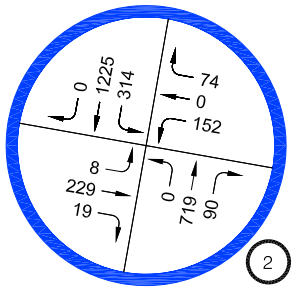


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

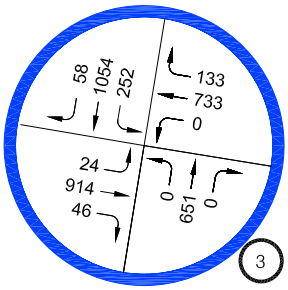
PM PEAK HOUR TRAFFIC VOLUME (CUMULATIVE + PROJECT)



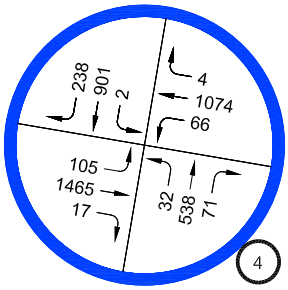
FAIRFAX AVENUE &
WILSHIRE BOULEVARD



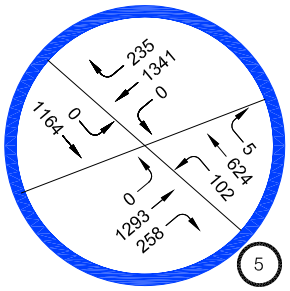
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



FAIRFAX AVENUE &
SAN VICENTE BOULEVARD



FAIRFAX AVENUE &
OLYMPIC BOULEVARD



OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

FIGURE 6

12/2019

FUTURE CUMULATIVE WITHOUT AND WITH PROJECT
PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

DRIVEWAY LOS WORKSHEETS

WITH PROJECT FAIRFAX AVENUE PEAK HOUR

HCS7 Two-Way Stop-Control Report

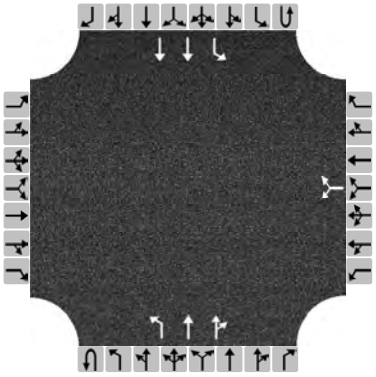
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/24/2019
Analysis Year	2023
Time Analyzed	am peak hour future
Intersection Orientation	North-South
Project Description	830 Fairfax

Site Information

Intersection	Fairfax Avenue driveway
Jurisdiction	la
East/West Street	Fairfax Driveway
North/South Street	Fairfax Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	2	0	0	1	2	0
Configuration							LR			L	T	TR		L	T	
Volume, V (veh/h)						11		11		0	879	15		0	1278	
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9		4.1				4.1		
Critical Headway (sec)						6.86		6.96		4.16				4.16		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							24			0				0		
Capacity, c (veh/h)							302			484				699		
v/c Ratio							0.08			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.3			0.0				0.0		
Control Delay (s/veh)							17.9			12.4				10.2		
Level of Service, LOS							C			B				B		
Approach Delay (s/veh)						17.9				0.0				0.0		
Approach LOS						C										

HCS7 Two-Way Stop-Control Report

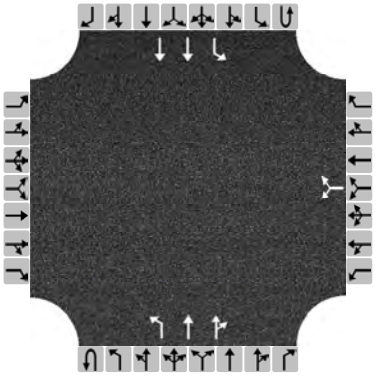
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/24/2019
Analysis Year	2023
Time Analyzed	pm peak hour future
Intersection Orientation	North-South
Project Description	830 Fairfax

Site Information

Intersection	Fairfax Avenue driveway
Jurisdiction	la
East/West Street	Fairfax Driveway
North/South Street	Fairfax Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	2	0	0	1	2	0
Configuration							LR			L	T	TR		L	T	
Volume, V (veh/h)						8		8		0	801	24		0	1369	
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9		4.1				4.1		
Critical Headway (sec)						6.86		6.96		4.16				4.16		
Base Follow-Up Headway (sec)						3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)						3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							17			0				0		
Capacity, c (veh/h)							316			443				746		
v/c Ratio							0.06			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.2			0.0				0.0		
Control Delay (s/veh)							17.1			13.1				9.8		
Level of Service, LOS							C			B				A		
Approach Delay (s/veh)						17.1				0.0				0.0		
Approach LOS						C										

WITH PROJECT 8TH STREET PEAK HOUR

HCS7 Two-Way Stop-Control Report

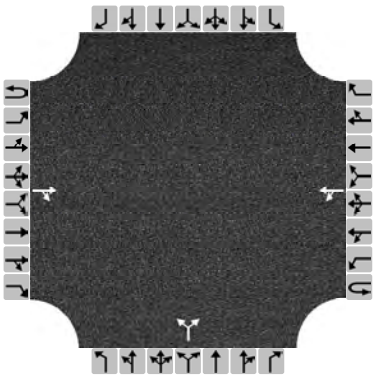
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/24/2019
Analysis Year	2023
Time Analyzed	am peak hour future
Intersection Orientation	East-West
Project Description	830 Fairfax

Site Information

Intersection	8th Street driveway
Jurisdiction	la
East/West Street	8th Street
North/South Street	8th Street driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			182	13		5	484			22		4				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					28					
Capacity, c (veh/h)						1351					415					
v/c Ratio						0.00					0.07					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						7.7					14.3					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.1					14.3					
Approach LOS											B					

HCS7 Two-Way Stop-Control Report

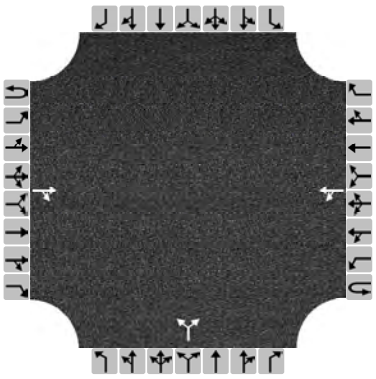
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/24/2019
Analysis Year	2023
Time Analyzed	pm peak hour future
Intersection Orientation	East-West
Project Description	830 Fairfax

Site Information

Intersection	8th Street driveway
Jurisdiction	la
East/West Street	8th Street
North/South Street	8th Street driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			613	20		8	210			16		3				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

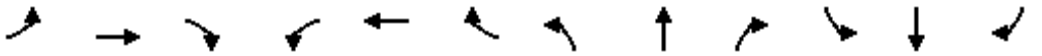
Flow Rate, v (veh/h)						9					21					
Capacity, c (veh/h)						901					312					
v/c Ratio						0.01					0.07					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						9.0					17.3					
Level of Service, LOS						A					C					
Approach Delay (s/veh)						0.4					17.3					
Approach LOS											C					

EXISTING HCS WORKSHEETS

EXISTING AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



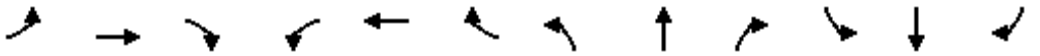
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	560	76	89	1259	168	171	720	43	92	1024	265
Future Volume (veh/h)	87	560	76	89	1259	168	171	720	43	92	1024	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	609	83	97	1368	183	186	783	47	100	1113	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	998	392	323	999	393	252	1023	61	128	1051	534
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.08	0.30	0.30	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1397	1781	3554	1396	1781	3388	203	1781	3554	1463
Grp Volume(v), veh/h	95	609	83	97	1368	183	186	411	419	100	1113	288
Grp Sat Flow(s),veh/h/ln	1781	1777	1397	1781	1777	1396	1781	1777	1815	1781	1777	1463
Q Serve(g_s), s	2.4	9.5	2.9	2.4	18.0	6.9	4.7	13.4	13.4	3.5	18.9	10.0
Cycle Q Clear(g_c), s	2.4	9.5	2.9	2.4	18.0	6.9	4.7	13.4	13.4	3.5	18.9	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	226	998	392	323	999	393	252	537	548	128	1051	534
V/C Ratio(X)	0.42	0.61	0.21	0.30	1.37	0.47	0.74	0.77	0.77	0.78	1.06	0.54
Avail Cap(c_a), veh/h	252	999	393	348	999	393	252	537	548	139	1051	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.0	17.6	15.3	23.0	19.0	16.8	20.3	20.3	29.2	22.5	16.4
Incr Delay (d2), s/veh	1.2	1.1	0.3	0.5	172.4	0.9	10.3	9.4	9.3	22.8	44.9	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.8	0.9	0.9	30.8	2.2	2.4	6.5	6.6	2.3	13.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.1	17.9	15.9	195.4	19.9	27.2	29.7	29.6	52.0	67.4	20.2
LnGrp LOS	B	C	B	B	F	B	C	C	C	D	F	C
Approach Vol, veh/h		787			1648			1016			1501	
Approach Delay, s/veh		20.4			165.3			29.2			57.3	
Approach LOS		C			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	23.8	8.6	22.5	9.5	23.4	8.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.5	15.4	4.4	11.5	6.7	20.9	4.4	20.0
Green Ext Time (p_c), s	0.0	1.3	0.0	2.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.6
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	16	0	207	0	248	0	696	20	61	971	0
Future Volume (vph)	20	16	0	207	0	248	0	696	20	61	971	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.90	0.85		1.00		1.00	1.00	
Flt Protected		0.97		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809		1681	1482	1478		3524		1749	3539	
Flt Permitted		0.80		0.73	0.89	1.00		1.00		0.34	1.00	
Satd. Flow (perm)		1487		1295	1336	1478		3524		622	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	0	225	0	270	0	757	22	66	1055	0
RTOR Reduction (vph)	0	0	0	0	67	67	0	4	0	0	0	0
Lane Group Flow (vph)	0	39	0	171	98	92	0	775	0	66	1055	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		10.8		10.8	10.8	10.8		25.2		25.2	25.2	
Effective Green, g (s)		10.8		10.8	10.8	10.8		25.2		25.2	25.2	
Actuated g/C Ratio		0.24		0.24	0.24	0.24		0.56		0.56	0.56	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		356		310	320	354		1973		348	1981	
v/s Ratio Prot								0.22			c0.30	
v/s Ratio Perm		0.03		c0.13	0.07	0.06				0.11		
v/c Ratio		0.11		0.55	0.31	0.26		0.39		0.19	0.53	
Uniform Delay, d1		13.3		15.0	14.0	13.9		5.6		4.9	6.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		2.1	0.5	0.4		0.6		1.2	1.0	
Delay (s)		13.5		17.1	14.6	14.3		6.2		6.1	7.2	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		13.5			15.3			6.2			7.2	
Approach LOS		B			B			A			A	

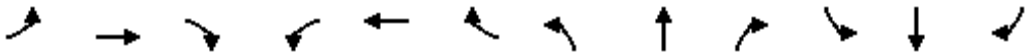
Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	629	0	92	953	102	27	551	60	0	1411	70
Future Volume (veh/h)	0	629	0	92	953	102	27	551	60	0	1411	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	684	0	100	1036	111	29	599	65	0	1534	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1402	0	127	1814	785	117	2571	633	0	2040	620
Arrive On Green	0.00	0.79	0.00	0.07	0.51	0.51	0.40	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	3741	0	1781	3554	1538	315	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	684	0	100	1036	111	29	599	65	0	1534	76
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1538	315	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	6.6	0.0	5.5	20.1	3.8	8.7	6.2	2.6	0.0	25.8	3.1
Cycle Q Clear(g_c), s	0.0	6.6	0.0	5.5	20.1	3.8	34.5	6.2	2.6	0.0	25.8	3.1
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1402	0	127	1814	785	117	2571	633	0	2040	620
V/C Ratio(X)	0.00	0.49	0.00	0.79	0.57	0.14	0.25	0.23	0.10	0.00	0.75	0.12
Avail Cap(c_a), veh/h	0	1402	0	187	1814	785	137	2992	737	0	2374	722
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.00	0.86	0.86	0.86	1.00	1.00	1.00	0.00	0.85	0.85
Uniform Delay (d), s/veh	0.0	7.1	0.0	45.7	16.9	12.9	40.6	19.9	18.8	0.0	25.8	19.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	11.1	1.1	0.3	1.1	0.0	0.1	0.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.0	2.8	8.1	1.4	0.7	2.3	0.9	0.0	10.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.1	0.0	56.8	18.0	13.2	41.7	19.9	18.9	0.0	26.8	19.0
LnGrp LOS	A	A	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		684			1247			693			1610	
Approach Delay, s/veh		8.1			20.7			20.7			26.4	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.6	43.9		44.5		55.5		44.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	29.0		46.5		44.0		46.5				
Max Q Clear Time (g_c+I1), s	7.5	8.6		36.5		22.1		27.8				
Green Ext Time (p_c), s	0.1	4.7		3.5		8.4		11.2				

Intersection Summary												
HCM 6th Ctrl Delay			20.8									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	801	20	36	1479	4	69	526	26	0	698	330
Future Volume (veh/h)	93	801	20	36	1479	4	69	526	26	0	698	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	101	871	22	39	1608	4	75	572	28	0	759	359
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	162	2583	65	322	2655	7	89	1391	68	0	716	338
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.05	0.41	0.41	0.00	0.62	0.62
Sat Flow, veh/h	314	5114	129	620	5258	13	1781	3435	168	0	2405	1091
Grp Volume(v), veh/h	101	579	314	39	1041	571	75	295	305	0	583	535
Grp Sat Flow(s),veh/h/ln	314	1702	1839	620	1702	1867	1781	1777	1826	0	1777	1625
Q Serve(g_s), s	28.7	10.2	10.2	4.0	21.8	21.8	4.2	11.9	11.9	0.0	31.0	31.0
Cycle Q Clear(g_c), s	50.5	10.2	10.2	14.2	21.8	21.8	4.2	11.9	11.9	0.0	31.0	31.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	162	1719	929	322	1719	943	89	720	740	0	551	504
V/C Ratio(X)	0.62	0.34	0.34	0.12	0.61	0.61	0.84	0.41	0.41	0.00	1.06	1.06
Avail Cap(c_a), veh/h	162	1719	929	322	1719	943	89	720	740	0	551	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00	0.00	0.79	0.79
Uniform Delay (d), s/veh	37.2	14.8	14.8	19.0	17.6	17.6	47.1	21.2	21.2	0.0	19.0	19.0
Incr Delay (d2), s/veh	7.2	0.1	0.2	0.1	0.3	0.5	48.3	1.7	1.7	0.0	50.7	53.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.8	4.2	0.6	8.2	9.1	3.0	5.2	5.3	0.0	14.7	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	14.9	15.0	19.1	17.9	18.2	95.4	23.0	22.9	0.0	69.7	72.2
LnGrp LOS	D	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		994			1651			675			1118	
Approach Delay, s/veh		17.9			18.0			31.0			70.9	
Approach LOS		B			B			C			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		45.0		55.0	9.5	35.5		55.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.0		50.5	5.0	30.5		50.5				
Max Q Clear Time (g_c+I1), s		13.9		52.5	6.2	33.0		23.8				
Green Ext Time (p_c), s		3.9		0.0	0.0	0.0		14.1				

Intersection Summary												
HCM 6th Ctrl Delay			33.3									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	751	146	0	1261	484	0	669	0	192	1054	3
Future Volume (veh/h)	0	751	146	0	1261	484	0	669	0	192	1054	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	816	159	0	1371	526	0	727	0	209	1146	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1899	367	0	1613	611	0	1822	0	244	2447	6
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44	0.00	0.28	0.00	0.14	0.47	0.47
Sat Flow, veh/h	0	4439	825	0	3795	1374	0	6958	0	1781	5258	14
Grp Volume(v), veh/h	0	649	326	0	1286	611	0	727	0	209	742	407
Grp Sat Flow(s),veh/h/ln	0	1702	1692	0	1702	1597	0	1609	0	1781	1702	1868
Q Serve(g_s), s	0.0	13.1	13.3	0.0	33.7	34.4	0.0	9.1	0.0	11.5	14.9	14.9
Cycle Q Clear(g_c), s	0.0	13.1	13.3	0.0	33.7	34.4	0.0	9.1	0.0	11.5	14.9	14.9
Prop In Lane	0.00		0.49	0.00		0.86	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1513	752	0	1513	710	0	1822	0	244	1584	869
V/C Ratio(X)	0.00	0.43	0.43	0.00	0.85	0.86	0.00	0.40	0.00	0.86	0.47	0.47
Avail Cap(c_a), veh/h	0	1583	787	0	1583	743	0	1822	0	347	1584	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.97	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.1	19.1	0.0	24.8	25.0	0.0	29.0	0.0	42.2	18.3	18.3
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	4.4	9.8	0.0	0.6	0.0	13.5	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.1	0.0	13.9	14.4	0.0	3.6	0.0	5.9	5.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.2	19.5	0.0	29.2	34.8	0.0	29.6	0.0	55.7	19.3	20.1
LnGrp LOS	A	B	B	A	C	C	A	C	A	E	B	C
Approach Vol, veh/h		975			1897			727			1358	
Approach Delay, s/veh		19.3			31.0			29.6			25.1	
Approach LOS		B			C			C			C	

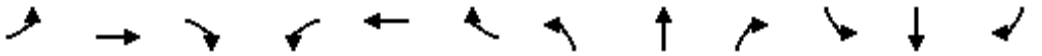
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0	18.2	32.8		49.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		44.0		46.5	19.5	20.0		46.5				
Max Q Clear Time (g_c+I1), s		16.9		15.3	13.5	11.1		36.4				
Green Ext Time (p_c), s		8.9		7.8	0.3	3.3		8.0				

Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

EXISTING + PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



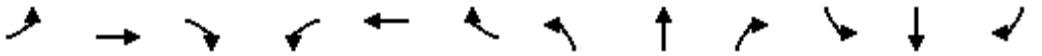
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	560	81	89	1259	168	180	730	47	92	1029	265
Future Volume (veh/h)	87	560	81	89	1259	168	180	730	47	92	1029	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	609	88	97	1368	183	196	793	51	100	1118	288
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	998	392	323	999	393	252	1018	65	128	1051	534
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.08	0.30	0.30	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1397	1781	3554	1396	1781	3371	217	1781	3554	1463
Grp Volume(v), veh/h	95	609	88	97	1368	183	196	418	426	100	1118	288
Grp Sat Flow(s),veh/h/ln	1781	1777	1397	1781	1777	1396	1781	1777	1811	1781	1777	1463
Q Serve(g_s), s	2.4	9.5	3.1	2.4	18.0	6.9	5.0	13.7	13.7	3.5	18.9	10.0
Cycle Q Clear(g_c), s	2.4	9.5	3.1	2.4	18.0	6.9	5.0	13.7	13.7	3.5	18.9	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	226	998	392	323	999	393	252	537	547	128	1051	534
V/C Ratio(X)	0.42	0.61	0.22	0.30	1.37	0.47	0.78	0.78	0.78	0.78	1.06	0.54
Avail Cap(c_a), veh/h	252	999	393	348	999	393	252	537	547	139	1051	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.0	17.7	15.3	23.0	19.0	16.9	20.4	20.4	29.2	22.5	16.4
Incr Delay (d2), s/veh	1.2	1.1	0.3	0.5	172.4	0.9	13.3	9.9	9.7	22.8	46.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.8	1.0	0.9	30.8	2.2	2.7	6.7	6.8	2.3	14.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.1	18.0	15.9	195.4	19.9	30.2	30.3	30.1	52.0	69.0	20.2
LnGrp LOS	B	C	B	B	F	B	C	C	C	D	F	C
Approach Vol, veh/h		792			1648			1040			1506	
Approach Delay, s/veh		20.4			165.3			30.2			58.5	
Approach LOS		C			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	23.8	8.6	22.5	9.5	23.4	8.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.5	15.7	4.4	11.5	7.0	20.9	4.4	20.0
Green Ext Time (p_c), s	0.0	1.2	0.0	2.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.9
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	16	0	218	0	259	0	707	20	74	971	0
Future Volume (vph)	20	16	0	218	0	259	0	707	20	74	971	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.90	0.85		1.00		1.00	1.00	
Flt Protected		0.97		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809		1681	1485	1478		3524		1750	3539	
Flt Permitted		0.81		0.73	0.89	1.00		1.00		0.33	1.00	
Satd. Flow (perm)		1506		1295	1339	1478		3524		599	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	0	237	0	282	0	768	22	80	1055	0
RTOR Reduction (vph)	0	0	0	0	62	62	0	3	0	0	0	0
Lane Group Flow (vph)	0	39	0	178	110	107	0	787	0	80	1055	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Effective Green, g (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		408		351	363	400		1863		316	1871	
v/s Ratio Prot								0.22			c0.30	
v/s Ratio Perm		0.03		c0.14	0.08	0.07				0.13		
v/c Ratio		0.10		0.51	0.30	0.27		0.42		0.25	0.56	
Uniform Delay, d1		12.3		13.9	13.0	12.9		6.4		5.8	7.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.2	0.5	0.4		0.7		1.9	1.2	
Delay (s)		12.4		15.0	13.5	13.3		7.1		7.7	8.4	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		12.4			13.9			7.1			8.3	
Approach LOS		B			B			A			A	

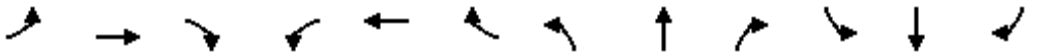
Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	637	0	99	966	102	27	551	60	0	1411	74
Future Volume (veh/h)	0	637	0	99	966	102	27	551	60	0	1411	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	692	0	108	1050	111	29	599	65	0	1534	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1388	0	136	1819	787	116	2562	631	0	2033	618
Arrive On Green	0.00	0.78	0.00	0.08	0.51	0.51	0.40	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	3741	0	1781	3554	1538	313	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	692	0	108	1050	111	29	599	65	0	1534	80
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1538	313	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	7.0	0.0	6.0	20.5	3.8	8.8	6.2	2.6	0.0	25.8	3.3
Cycle Q Clear(g_c), s	0.0	7.0	0.0	6.0	20.5	3.8	34.6	6.2	2.6	0.0	25.8	3.3
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1388	0	136	1819	787	116	2562	631	0	2033	618
V/C Ratio(X)	0.00	0.50	0.00	0.79	0.58	0.14	0.25	0.23	0.10	0.00	0.75	0.13
Avail Cap(c_a), veh/h	0	1388	0	205	1819	787	134	2927	721	0	2323	706
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.81	0.81	0.81	1.00	1.00	1.00	0.00	0.85	0.85
Uniform Delay (d), s/veh	0.0	7.4	0.0	45.4	16.9	12.8	40.8	20.0	18.9	0.0	25.9	19.1
Incr Delay (d2), s/veh	0.0	1.0	0.0	9.7	1.1	0.3	1.1	0.0	0.1	0.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.0	3.0	8.2	1.3	0.7	2.3	0.9	0.0	10.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.5	0.0	55.1	18.0	13.1	41.9	20.0	19.0	0.0	27.0	19.2
LnGrp LOS	A	A	A	E	B	B	D	C	B	A	C	B
Approach Vol, veh/h		692			1269			693			1614	
Approach Delay, s/veh		8.5			20.7			20.8			26.6	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.1	43.6		44.3		55.7		44.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	29.0		45.5		45.0		45.5				
Max Q Clear Time (g_c+I1), s	8.0	9.0		36.6		22.5		27.8				
Green Ext Time (p_c), s	0.1	4.8		3.2		8.6		10.8				

Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	801	20	36	1479	4	69	530	26	0	705	336
Future Volume (veh/h)	97	801	20	36	1479	4	69	530	26	0	705	336
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	105	871	22	39	1608	4	75	576	28	0	766	365
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	167	2634	66	330	2708	7	89	1357	66	0	691	329
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.05	0.40	0.40	0.00	0.60	0.60
Sat Flow, veh/h	314	5115	129	620	5258	13	1781	3436	167	0	2398	1095
Grp Volume(v), veh/h	105	579	314	39	1041	571	75	297	307	0	590	541
Grp Sat Flow(s),veh/h/ln	314	1702	1839	620	1702	1867	1781	1777	1826	0	1777	1623
Q Serve(g_s), s	30.1	9.9	10.0	3.9	21.4	21.4	4.2	12.2	12.2	0.0	30.0	30.0
Cycle Q Clear(g_c), s	51.5	9.9	10.0	13.9	21.4	21.4	4.2	12.2	12.2	0.0	30.0	30.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	167	1753	947	330	1753	962	89	702	721	0	533	487
V/C Ratio(X)	0.63	0.33	0.33	0.12	0.59	0.59	0.84	0.42	0.43	0.00	1.11	1.11
Avail Cap(c_a), veh/h	167	1753	947	330	1753	962	89	702	721	0	533	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	0.00	0.78	0.78
Uniform Delay (d), s/veh	36.4	14.2	14.2	18.2	16.9	16.9	47.1	22.0	22.0	0.0	20.0	20.0
Incr Delay (d2), s/veh	7.4	0.1	0.2	0.1	0.2	0.4	48.3	1.9	1.8	0.0	67.6	70.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.7	4.1	0.6	8.0	8.8	3.0	5.3	5.5	0.0	17.1	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	14.3	14.4	18.3	17.2	17.4	95.4	23.9	23.8	0.0	87.6	90.4
LnGrp LOS	D	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		998			1651			679			1131	
Approach Delay, s/veh		17.4			17.3			31.7			89.0	
Approach LOS		B			B			C			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		56.0	9.5	34.5		56.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		39.0		51.5	5.0	29.5		51.5				
Max Q Clear Time (g_c+I1), s		14.2		53.5	6.2	32.0		23.4				
Green Ext Time (p_c), s		3.9		0.0	0.0	0.0		14.5				

Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	751	146	0	1261	487	0	676	0	192	1055	3
Future Volume (veh/h)	0	751	146	0	1261	487	0	676	0	192	1055	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	816	159	0	1371	529	0	735	0	209	1147	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1900	367	0	1611	614	0	1820	0	244	2445	6
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44	0.00	0.28	0.00	0.14	0.47	0.47
Sat Flow, veh/h	0	4439	825	0	3789	1380	0	6958	0	1781	5258	14
Grp Volume(v), veh/h	0	649	326	0	1288	612	0	735	0	209	743	407
Grp Sat Flow(s),veh/h/ln	0	1702	1692	0	1702	1596	0	1609	0	1781	1702	1868
Q Serve(g_s), s	0.0	13.1	13.2	0.0	33.8	34.5	0.0	9.2	0.0	11.5	14.9	14.9
Cycle Q Clear(g_c), s	0.0	13.1	13.2	0.0	33.8	34.5	0.0	9.2	0.0	11.5	14.9	14.9
Prop In Lane	0.00		0.49	0.00		0.86	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1515	753	0	1515	710	0	1820	0	244	1583	869
V/C Ratio(X)	0.00	0.43	0.43	0.00	0.85	0.86	0.00	0.40	0.00	0.86	0.47	0.47
Avail Cap(c_a), veh/h	0	1583	787	0	1583	742	0	1820	0	347	1583	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.97	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	19.1	0.0	24.8	25.0	0.0	29.0	0.0	42.2	18.3	18.3
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	4.5	9.9	0.0	0.6	0.0	13.5	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.1	0.0	13.9	14.4	0.0	3.6	0.0	5.9	5.9	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.2	19.5	0.0	29.3	34.9	0.0	29.7	0.0	55.7	19.3	20.1
LnGrp LOS	A	B	B	A	C	C	A	C	A	E	B	C
Approach Vol, veh/h		975			1900			735			1359	
Approach Delay, s/veh		19.3			31.1			29.7			25.1	
Approach LOS		B			C			C			C	

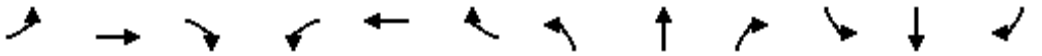
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0	18.2	32.8		49.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		44.0		46.5	19.5	20.0		46.5				
Max Q Clear Time (g_c+I1), s		16.9		15.2	13.5	11.2		36.5				
Green Ext Time (p_c), s		9.0		7.8	0.3	3.3		8.0				

Intersection Summary												
HCM 6th Ctrl Delay			26.9									
HCM 6th LOS			C									

EXISTING PM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1138	174	66	701	192	135	612	56	176	1032	181
Future Volume (veh/h)	160	1138	174	66	701	192	135	612	56	176	1032	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1237	189	72	762	209	147	665	61	191	1122	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1062	421	213	985	387	252	931	85	139	1014	540
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1407	1781	3554	1394	1781	3265	299	1781	3554	1460
Grp Volume(v), veh/h	174	1237	189	72	762	209	147	361	365	191	1122	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1407	1781	1777	1394	1781	1777	1787	1781	1777	1460
Q Serve(g_s), s	4.5	19.1	7.0	1.8	12.6	8.2	3.7	11.7	11.7	5.0	18.3	6.4
Cycle Q Clear(g_c), s	4.5	19.1	7.0	1.8	12.6	8.2	3.7	11.7	11.7	5.0	18.3	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	297	1062	421	213	985	387	252	507	510	139	1014	540
V/C Ratio(X)	0.59	1.16	0.45	0.34	0.77	0.54	0.58	0.71	0.72	1.37	1.11	0.36
Avail Cap(c_a), veh/h	297	1062	421	252	999	392	252	507	510	139	1014	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	22.4	18.2	17.3	21.3	19.7	16.7	20.5	20.5	29.5	22.9	15.0
Incr Delay (d2), s/veh	3.0	84.4	0.8	0.9	3.8	1.5	3.2	7.7	7.7	206.3	62.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	19.7	2.2	0.7	5.3	2.6	1.6	5.5	5.6	10.0	15.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	106.9	18.9	18.2	25.0	21.1	19.9	28.2	28.2	235.8	85.2	16.9
LnGrp LOS	B	F	B	B	C	C	B	C	C	F	F	B
Approach Vol, veh/h		1600			1043			873			1510	
Approach Delay, s/veh		87.0			23.8			26.8			95.3	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.8	8.1	23.6	9.5	22.8	9.5	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	13.7	3.8	21.1	5.7	20.3	6.5	14.6
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	65.9
HCM 6th LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	219	18	122	0	63	0	670	84	283	1116	0
Future Volume (vph)	8	219	18	122	0	63	0	670	84	283	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1595	1478		3480		1751	3539	
Flt Permitted		0.99		0.54	0.61	1.00		1.00		0.32	1.00	
Satd. Flow (perm)		1826		950	1024	1478		3480		581	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	238	20	133	0	68	0	728	91	308	1213	0
RTOR Reduction (vph)	0	8	0	0	27	45	0	16	0	0	0	0
Lane Group Flow (vph)	0	259	0	69	44	16	0	803	0	308	1213	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.5		11.5	11.5	11.5		24.5		24.5	24.5	
Effective Green, g (s)		11.5		11.5	11.5	11.5		24.5		24.5	24.5	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		466		242	261	377		1894		316	1926	
v/s Ratio Prot								0.23			0.34	
v/s Ratio Perm		c0.14		0.07	0.04	0.01				c0.53		
v/c Ratio		0.56		0.29	0.17	0.04		0.42		0.97	0.63	
Uniform Delay, d1		14.5		13.4	13.0	12.6		6.1		9.9	7.1	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.4		0.7	0.3	0.0		0.7		44.6	1.6	
Delay (s)		16.0		14.1	13.3	12.6		6.8		54.6	8.7	
Level of Service		B		B	B	B		A		D	A	
Approach Delay (s)		16.0			13.4			6.8			18.0	
Approach LOS		B			B			A			B	

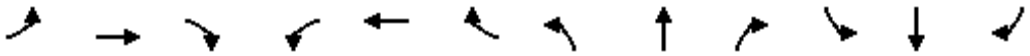
Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	600	0	218	948	53	22	878	44	0	687	116
Future Volume (veh/h)	0	600	0	218	948	53	22	878	44	0	687	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	652	0	237	1030	58	24	954	48	0	747	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1708	0	276	2417	1051	128	1479	364	0	1174	355
Arrive On Green	0.00	0.96	0.00	0.15	0.68	0.68	0.23	0.23	0.23	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	634	6434	1585	0	5274	1543
Grp Volume(v), veh/h	0	652	0	237	1030	58	24	954	48	0	747	126
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	634	1609	1585	0	1702	1543
Q Serve(g_s), s	0.0	1.1	0.0	13.0	13.1	1.2	3.6	13.4	2.4	0.0	14.2	7.8
Cycle Q Clear(g_c), s	0.0	1.1	0.0	13.0	13.1	1.2	17.8	13.4	2.4	0.0	14.2	7.8
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1708	0	276	2417	1051	128	1479	364	0	1174	355
V/C Ratio(X)	0.00	0.38	0.00	0.86	0.43	0.06	0.19	0.65	0.13	0.00	0.64	0.36
Avail Cap(c_a), veh/h	0	1708	0	472	2417	1051	144	1641	404	0	1302	393
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.91	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	1.0	0.0	41.2	7.2	5.3	43.2	34.8	30.6	0.0	42.2	39.2
Incr Delay (d2), s/veh	0.0	0.6	0.0	6.1	0.4	0.1	0.7	0.8	0.2	0.0	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	6.1	4.5	0.4	0.6	5.3	0.9	0.0	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.6	0.0	47.3	7.6	5.4	43.9	35.6	30.7	0.0	43.0	39.8
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		652			1325			1026			873	
Approach Delay, s/veh		1.6			14.6			35.5			42.5	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	52.5		27.5		72.5		27.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	15.0	3.1		19.8		15.1		16.2				
Green Ext Time (p_c), s	0.5	5.0		3.2		10.1		3.8				

Intersection Summary												
HCM 6th Ctrl Delay			24.3									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	1393	16	63	1025	4	31	501	68	2	808	222
Future Volume (veh/h)	91	1393	16	63	1025	4	31	501	68	2	808	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	0.98		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	1514	17	68	1114	4	34	545	74	2	878	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2263	25	141	2284	8	54	1481	200	36	1059	290
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.80	0.80	0.80
Sat Flow, veh/h	503	5201	58	340	5251	19	1781	3119	422	1	2652	725
Grp Volume(v), veh/h	99	991	540	68	722	396	34	309	310	620	0	501
Grp Sat Flow(s),veh/h/ln	503	1702	1856	340	1702	1866	1781	1777	1763	1869	0	1509
Q Serve(g_s), s	17.6	23.2	23.2	20.0	15.2	15.2	1.9	11.1	11.2	0.0	0.0	19.9
Cycle Q Clear(g_c), s	32.8	23.2	23.2	43.1	15.2	15.2	1.9	11.1	11.2	19.7	0.0	19.9
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.48
Lane Grp Cap(c), veh/h	214	1481	807	141	1481	812	54	844	838	783	0	603
V/C Ratio(X)	0.46	0.67	0.67	0.48	0.49	0.49	0.62	0.37	0.37	0.79	0.00	0.83
Avail Cap(c_a), veh/h	214	1481	807	141	1481	812	89	844	838	783	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	32.0	22.5	22.5	39.7	20.3	20.3	47.9	16.7	16.7	8.0	0.0	8.0
Incr Delay (d2), s/veh	1.5	1.2	2.1	2.0	0.2	0.4	11.2	1.2	1.3	7.4	0.0	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.2	10.2	1.7	5.9	6.5	1.0	4.7	4.7	4.8	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	23.7	24.7	41.7	20.5	20.6	59.1	17.9	18.0	15.4	0.0	19.7
LnGrp LOS	C	C	C	D	C	C	E	B	B	B	A	B
Approach Vol, veh/h		1630			1186			653			1121	
Approach Delay, s/veh		24.6			21.7			20.1			17.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.0		48.0	7.6	44.4		48.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	5.0	37.5		43.5				
Max Q Clear Time (g_c+I1), s		13.2		34.8	3.9	21.9		45.1				
Green Ext Time (p_c), s		4.3		6.4	0.0	7.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1230	246	0	954	212	0	1095	0	98	584	2
Future Volume (veh/h)	0	1230	246	0	954	212	0	1095	0	98	584	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1337	267	0	1037	230	0	1190	0	107	635	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1703	340	0	1673	371	0	2494	0	135	2672	8
Arrive On Green	0.00	0.13	0.13	0.00	0.40	0.40	0.00	0.39	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4411	847	0	4336	923	0	6958	0	1781	5255	17
Grp Volume(v), veh/h	0	1073	531	0	847	420	0	1190	0	107	411	226
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1686	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	30.5	30.5	0.0	19.8	19.9	0.0	13.9	0.0	5.9	6.8	6.8
Cycle Q Clear(g_c), s	0.0	30.5	30.5	0.0	19.8	19.9	0.0	13.9	0.0	5.9	6.8	6.8
Prop In Lane	0.00		0.50	0.00		0.55	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1367	677	0	1367	677	0	2494	0	135	1731	950
V/C Ratio(X)	0.00	0.78	0.79	0.00	0.62	0.62	0.00	0.48	0.00	0.79	0.24	0.24
Avail Cap(c_a), veh/h	0	1481	733	0	1481	734	0	2494	0	240	1731	950
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	1.00	1.00	0.00	0.70	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.2	39.2	0.0	23.8	23.9	0.0	23.0	0.0	45.4	13.7	13.7
Incr Delay (d2), s/veh	0.0	1.7	3.4	0.0	0.7	1.4	0.0	0.5	0.0	9.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	14.4	0.0	7.9	8.0	0.0	5.2	0.0	3.0	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.9	42.6	0.0	24.5	25.3	0.0	23.5	0.0	55.2	14.1	14.3
LnGrp LOS	A	D	D	A	C	C	A	C	A	E	B	B
Approach Vol, veh/h		1604			1267			1190			744	
Approach Delay, s/veh		41.4			24.8			23.5			20.1	
Approach LOS		D			C			C			C	

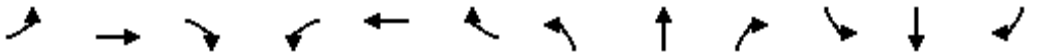
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.4		44.6	12.1	43.3		44.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		8.8		32.5	7.9	15.9		21.9				
Green Ext Time (p_c), s		4.6		7.6	0.1	6.8		9.4				

Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

EXISTING + PROJECT PM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1138	182	66	701	192	141	618	58	176	1041	181
Future Volume (veh/h)	160	1138	182	66	701	192	141	618	58	176	1041	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	1237	198	72	762	209	153	672	63	191	1132	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1062	421	213	985	387	252	929	87	139	1014	540
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1407	1781	3554	1394	1781	3257	305	1781	3554	1460
Grp Volume(v), veh/h	174	1237	198	72	762	209	153	366	369	191	1132	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1407	1781	1777	1394	1781	1777	1785	1781	1777	1460
Q Serve(g_s), s	4.5	19.1	7.3	1.8	12.6	8.2	3.8	11.9	11.9	5.0	18.3	6.4
Cycle Q Clear(g_c), s	4.5	19.1	7.3	1.8	12.6	8.2	3.8	11.9	11.9	5.0	18.3	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	297	1062	421	213	985	387	252	507	509	139	1014	540
V/C Ratio(X)	0.59	1.16	0.47	0.34	0.77	0.54	0.61	0.72	0.72	1.37	1.12	0.36
Avail Cap(c_a), veh/h	297	1062	421	252	999	392	252	507	509	139	1014	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	22.4	18.3	17.3	21.3	19.7	16.8	20.6	20.6	29.5	22.9	15.0
Incr Delay (d2), s/veh	3.0	84.4	0.8	0.9	3.8	1.5	3.8	8.0	8.0	206.3	66.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	19.7	2.3	0.7	5.3	2.6	1.7	5.7	5.7	10.0	16.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	106.9	19.1	18.2	25.0	21.1	20.6	28.6	28.6	235.8	88.9	16.9
LnGrp LOS	B	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1609			1043			888			1520	
Approach Delay, s/veh		86.6			23.8			27.2			98.0	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.8	8.1	23.6	9.5	22.8	9.5	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	13.9	3.8	21.1	5.8	20.3	6.5	14.6
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	66.7
HCM 6th LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	219	0	130	0	71	0	678	84	303	1116	0
Future Volume (vph)	8	219	0	130	0	71	0	678	84	303	1116	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.98	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1859		1681	1594	1478		3481		1751	3539	
Flt Permitted		0.99		0.57	0.62	1.00		1.00		0.31	1.00	
Satd. Flow (perm)		1842		1000	1032	1478		3481		577	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	238	0	141	0	77	0	737	91	329	1213	0
RTOR Reduction (vph)	0	0	0	0	27	52	0	16	0	0	0	0
Lane Group Flow (vph)	0	247	0	73	49	17	0	812	0	329	1213	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.2		11.2	11.2	11.2		24.8		24.8	24.8	
Effective Green, g (s)		11.2		11.2	11.2	11.2		24.8		24.8	24.8	
Actuated g/C Ratio		0.25		0.25	0.25	0.25		0.55		0.55	0.55	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		458		248	256	367		1918		317	1950	
v/s Ratio Prot								0.23			0.34	
v/s Ratio Perm		c0.13		0.07	0.05	0.01				c0.57		
v/c Ratio		0.54		0.29	0.19	0.05		0.42		1.04	0.62	
Uniform Delay, d1		14.7		13.7	13.3	12.8		5.9		10.1	6.9	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.2		0.7	0.4	0.1		0.7		60.7	1.5	
Delay (s)		15.9		14.4	13.7	12.9		6.6		70.8	8.4	
Level of Service		B		B	B	B		A		E	A	
Approach Delay (s)		15.9			13.7			6.6			21.7	
Approach LOS		B			B			A			C	

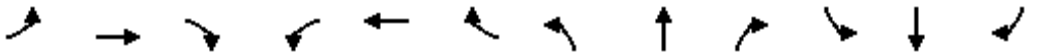
Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	614	0	223	957	53	22	878	44	0	687	223
Future Volume (veh/h)	0	614	0	223	957	53	22	878	44	0	687	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	667	0	242	1040	58	24	954	48	0	747	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1689	0	281	2409	1047	123	1494	368	0	1185	358
Arrive On Green	0.00	0.95	0.00	0.16	0.68	0.68	0.23	0.23	0.23	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	569	6434	1585	0	5274	1543
Grp Volume(v), veh/h	0	667	0	242	1040	58	24	954	48	0	747	242
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	569	1609	1585	0	1702	1543
Q Serve(g_s), s	0.0	1.5	0.0	13.2	13.3	1.3	4.0	13.4	2.4	0.0	14.2	15.3
Cycle Q Clear(g_c), s	0.0	1.5	0.0	13.2	13.3	1.3	18.2	13.4	2.4	0.0	14.2	15.3
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1689	0	281	2409	1047	123	1494	368	0	1185	358
V/C Ratio(X)	0.00	0.39	0.00	0.86	0.43	0.06	0.19	0.64	0.13	0.00	0.63	0.68
Avail Cap(c_a), veh/h	0	1689	0	472	2409	1047	136	1641	404	0	1302	393
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.90	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	1.3	0.0	41.1	7.3	5.4	43.2	34.6	30.4	0.0	42.0	42.5
Incr Delay (d2), s/veh	0.0	0.6	0.0	6.5	0.4	0.1	0.8	0.7	0.2	0.0	0.8	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	6.3	4.6	0.4	0.6	5.2	0.9	0.0	6.6	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.0	0.0	47.6	7.8	5.5	44.0	35.3	30.6	0.0	42.8	46.5
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		667			1340			1026			989	
Approach Delay, s/veh		2.0			14.9			35.3			43.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.2	52.0		27.7		72.3		27.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	15.2	3.5		20.2		15.3		17.3				
Green Ext Time (p_c), s	0.5	5.1		3.0		10.3		3.8				

Intersection Summary			
HCM 6th Ctrl Delay		25.0	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1393	16	63	1025	4	31	508	68	2	813	226
Future Volume (veh/h)	98	1393	16	63	1025	4	31	508	68	2	813	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	0.98		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1514	17	68	1114	4	34	552	74	2	884	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2263	25	141	2284	8	54	1484	198	36	1056	293
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.80	0.80	0.80
Sat Flow, veh/h	503	5201	58	340	5251	19	1781	3124	417	1	2643	733
Grp Volume(v), veh/h	107	991	540	68	722	396	34	313	313	626	0	506
Grp Sat Flow(s),veh/h/ln	503	1702	1856	340	1702	1866	1781	1777	1765	1869	0	1507
Q Serve(g_s), s	19.4	23.2	23.2	20.0	15.2	15.2	1.9	11.2	11.3	0.0	0.0	20.6
Cycle Q Clear(g_c), s	34.6	23.2	23.2	43.1	15.2	15.2	1.9	11.2	11.3	20.3	0.0	20.6
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.49
Lane Grp Cap(c), veh/h	214	1481	807	141	1481	812	54	844	838	783	0	602
V/C Ratio(X)	0.50	0.67	0.67	0.48	0.49	0.49	0.62	0.37	0.37	0.80	0.00	0.84
Avail Cap(c_a), veh/h	214	1481	807	141	1481	812	89	844	838	783	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	32.7	22.5	22.5	39.7	20.3	20.3	47.9	16.7	16.8	8.1	0.0	8.1
Incr Delay (d2), s/veh	1.8	1.2	2.1	2.0	0.2	0.4	11.2	1.3	1.3	7.7	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.2	10.2	1.7	5.9	6.5	1.0	4.7	4.7	4.9	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	23.7	24.7	41.7	20.5	20.6	59.1	18.0	18.0	15.8	0.0	20.4
LnGrp LOS	C	C	C	D	C	C	E	B	B	B	A	C
Approach Vol, veh/h		1638			1186			660			1132	
Approach Delay, s/veh		24.7			21.7			20.1			17.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.0		48.0	7.6	44.4		48.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	5.0	37.5		43.5				
Max Q Clear Time (g_c+I1), s		13.3		36.6	3.9	22.6		45.1				
Green Ext Time (p_c), s		4.3		5.3	0.0	6.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1230	246	0	954	216	0	1100	0	98	587	2
Future Volume (veh/h)	0	1230	246	0	954	216	0	1100	0	98	587	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1337	267	0	1037	235	0	1196	0	107	638	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1703	340	0	1666	377	0	2494	0	135	2672	8
Arrive On Green	0.00	0.13	0.13	0.00	0.40	0.40	0.00	0.39	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4411	847	0	4317	939	0	6958	0	1781	5255	16
Grp Volume(v), veh/h	0	1073	531	0	851	421	0	1196	0	107	413	227
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1683	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	30.5	30.5	0.0	19.9	20.0	0.0	14.0	0.0	5.9	6.8	6.8
Cycle Q Clear(g_c), s	0.0	30.5	30.5	0.0	19.9	20.0	0.0	14.0	0.0	5.9	6.8	6.8
Prop In Lane	0.00		0.50	0.00		0.56	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1367	677	0	1367	676	0	2494	0	135	1731	950
V/C Ratio(X)	0.00	0.78	0.79	0.00	0.62	0.62	0.00	0.48	0.00	0.79	0.24	0.24
Avail Cap(c_a), veh/h	0	1481	733	0	1481	732	0	2494	0	240	1731	950
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	1.00	1.00	0.00	0.70	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.2	39.2	0.0	23.9	23.9	0.0	23.0	0.0	45.4	13.7	13.7
Incr Delay (d2), s/veh	0.0	1.7	3.4	0.0	0.7	1.5	0.0	0.5	0.0	9.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.2	14.4	0.0	7.9	8.0	0.0	5.3	0.0	3.0	2.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.9	42.6	0.0	24.6	25.4	0.0	23.5	0.0	55.2	14.1	14.3
LnGrp LOS	A	D	D	A	C	C	A	C	A	E	B	B
Approach Vol, veh/h		1604			1272			1196			747	
Approach Delay, s/veh		41.4			24.8			23.5			20.1	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.4		44.6	12.1	43.3		44.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		8.8		32.5	7.9	16.0		22.0				
Green Ext Time (p_c), s		4.7		7.6	0.1	6.8		9.4				

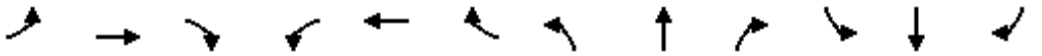
Intersection Summary												
HCM 6th Ctrl Delay			29.3									
HCM 6th LOS			C									

FUTURE HCS WORKSHEETS

WITHOUT PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



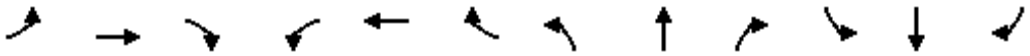
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	601	79	99	1323	187	178	799	54	110	1102	290
Future Volume (veh/h)	111	601	79	99	1323	187	178	799	54	110	1102	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	653	86	108	1438	203	193	868	59	120	1198	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1009	397	317	999	393	252	973	66	139	1030	534
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1399	1781	3554	1396	1781	3356	228	1781	3554	1461
Grp Volume(v), veh/h	121	653	86	108	1438	203	193	460	467	120	1198	315
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1781	1777	1396	1781	1777	1807	1781	1777	1461
Q Serve(g_s), s	3.0	10.3	3.0	2.7	18.0	7.8	4.9	15.9	15.9	4.3	18.6	11.3
Cycle Q Clear(g_c), s	3.0	10.3	3.0	2.7	18.0	7.8	4.9	15.9	15.9	4.3	18.6	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	236	1009	397	317	999	393	252	515	524	139	1030	534
V/C Ratio(X)	0.51	0.65	0.22	0.34	1.44	0.52	0.77	0.89	0.89	0.86	1.16	0.59
Avail Cap(c_a), veh/h	252	1009	397	338	999	393	252	515	524	139	1030	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.1	17.5	15.4	23.0	19.3	17.0	21.8	21.8	29.2	22.7	16.7
Incr Delay (d2), s/veh	1.7	1.4	0.3	0.6	203.2	1.2	11.6	18.1	17.9	39.0	84.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	0.9	1.1	35.1	2.5	2.6	8.6	8.7	3.2	19.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	21.5	17.7	16.1	226.2	20.5	28.6	39.9	39.6	68.1	106.8	21.5
LnGrp LOS	B	C	B	B	F	C	C	D	D	E	F	C
Approach Vol, veh/h		860			1749			1120			1633	
Approach Delay, s/veh		20.8			189.3			37.8			87.5	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.1	8.8	22.7	9.5	23.1	8.9	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	17.9	4.7	12.3	6.9	20.6	5.0	20.0
Green Ext Time (p_c), s	0.0	0.1	0.0	2.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	99.6
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	23	0	226	0	258	0	783	96	63	1052	0
Future Volume (vph)	21	23	0	226	0	258	0	783	96	63	1052	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.91	0.85		0.98		1.00	1.00	
Flt Protected		0.98		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1817		1681	1492	1478		3481		1755	3539	
Flt Permitted		0.83		0.73	0.87	1.00		1.00		0.25	1.00	
Satd. Flow (perm)		1541		1284	1322	1478		3481		467	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	25	0	246	0	280	0	851	104	68	1143	0
RTOR Reduction (vph)	0	0	0	0	47	47	0	16	0	0	0	0
Lane Group Flow (vph)	0	48	0	180	128	124	0	939	0	68	1143	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Effective Green, g (s)		12.2		12.2	12.2	12.2		23.8		23.8	23.8	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		417		348	358	400		1841		246	1871	
v/s Ratio Prot								0.27			c0.32	
v/s Ratio Perm		0.03		c0.14	0.10	0.08				0.15		
v/c Ratio		0.12		0.52	0.36	0.31		0.51		0.28	0.61	
Uniform Delay, d1		12.3		13.9	13.2	13.1		6.8		5.8	7.4	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.3	0.6	0.4		1.0		2.8	1.5	
Delay (s)		12.5		15.2	13.9	13.5		7.8		8.6	8.9	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		12.5			14.2			7.8			8.9	
Approach LOS		B			B			A			A	

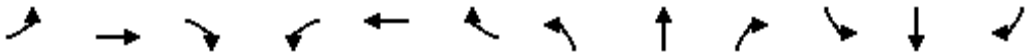
Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	702	0	110	1021	108	30	573	62	0	1472	85
Future Volume (veh/h)	0	702	0	110	1021	108	30	573	62	0	1472	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	763	0	120	1110	117	33	623	67	0	1600	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1304	0	149	1762	762	115	2665	657	0	2115	643
Arrive On Green	0.00	0.73	0.00	0.08	0.50	0.50	0.41	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	3741	0	1781	3554	1537	291	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	763	0	120	1110	117	33	623	67	0	1600	92
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1537	291	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	10.0	0.0	6.6	22.9	4.2	10.9	6.3	2.6	0.0	26.7	3.7
Cycle Q Clear(g_c), s	0.0	10.0	0.0	6.6	22.9	4.2	37.7	6.3	2.6	0.0	26.7	3.7
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1304	0	149	1762	762	115	2665	657	0	2115	643
V/C Ratio(X)	0.00	0.59	0.00	0.80	0.63	0.15	0.29	0.23	0.10	0.00	0.76	0.14
Avail Cap(c_a), veh/h	0	1304	0	205	1762	762	121	2799	689	0	2221	676
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.00	0.77	0.77	0.77	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	0.0	9.8	0.0	45.0	18.5	13.8	41.0	19.0	17.9	0.0	25.0	18.2
Incr Delay (d2), s/veh	0.0	1.4	0.0	11.8	1.3	0.3	1.4	0.0	0.1	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.0	3.4	9.3	1.5	0.8	2.3	0.9	0.0	10.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.1	0.0	56.8	19.8	14.1	42.4	19.0	18.0	0.0	26.2	18.3
LnGrp LOS	A	B	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		763			1347			723			1692	
Approach Delay, s/veh		11.1			22.6			20.0			25.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	41.2		45.9		54.1		45.9				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	31.0		43.5		47.0		43.5				
Max Q Clear Time (g_c+I1), s	8.6	12.0		39.7		24.9		28.7				
Green Ext Time (p_c), s	0.1	5.2		1.8		9.1		9.9				

Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	840	21	37	1568	4	72	585	27	0	746	352
Future Volume (veh/h)	106	840	21	37	1568	4	72	585	27	0	746	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	115	913	23	40	1704	4	78	636	29	0	811	383
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	157	2685	68	323	2761	6	89	1327	60	0	671	315
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.38	0.38	0.00	0.58	0.58
Sat Flow, veh/h	286	5115	129	596	5259	12	1781	3448	157	0	2407	1087
Grp Volume(v), veh/h	115	607	329	40	1103	605	78	327	338	0	622	572
Grp Sat Flow(s),veh/h/ln	286	1702	1840	596	1702	1867	1781	1777	1828	0	1777	1623
Q Serve(g_s), s	29.7	10.3	10.3	4.2	22.8	22.8	4.4	13.9	13.9	0.0	29.0	29.0
Cycle Q Clear(g_c), s	52.5	10.3	10.3	14.5	22.8	22.8	4.4	13.9	13.9	0.0	29.0	29.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	471
V/C Ratio(X)	0.73	0.34	0.34	0.12	0.62	0.62	0.88	0.48	0.48	0.00	1.21	1.22
Avail Cap(c_a), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.00	0.75	0.75
Uniform Delay (d), s/veh	39.0	13.7	13.7	17.9	16.7	16.7	47.2	23.2	23.2	0.0	21.0	21.0
Incr Delay (d2), s/veh	16.0	0.1	0.2	0.1	0.3	0.5	56.9	2.4	2.3	0.0	106.5	111.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.8	4.2	0.6	8.5	9.3	3.3	6.1	6.3	0.0	22.5	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	13.8	13.9	18.0	16.9	17.2	104.1	25.6	25.5	0.0	127.5	132.0
LnGrp LOS	E	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		1051			1748			743			1194	
Approach Delay, s/veh		18.4			17.0			33.8			129.6	
Approach LOS		B			B			C			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		57.0	9.5	33.5		57.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0		52.5	5.0	28.5		52.5				
Max Q Clear Time (g_c+I1), s		15.9		54.5	6.4	31.0		24.8				
Green Ext Time (p_c), s		4.2		0.0	0.0	0.0		15.5				

Intersection Summary												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	787	152	0	1341	511	0	710	0	200	1106	4
Future Volume (veh/h)	0	787	152	0	1341	511	0	710	0	200	1106	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	855	165	0	1458	555	0	772	0	217	1202	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1975	379	0	1683	628	0	1685	0	252	2355	8
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46	0.00	0.26	0.00	0.14	0.45	0.45
Sat Flow, veh/h	0	4446	820	0	3812	1360	0	6958	0	1781	5254	17
Grp Volume(v), veh/h	0	679	341	0	1360	653	0	772	0	217	779	427
Grp Sat Flow(s),veh/h/ln	0	1702	1694	0	1702	1600	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	13.4	13.6	0.0	35.8	37.1	0.0	10.1	0.0	11.9	16.4	16.4
Cycle Q Clear(g_c), s	0.0	13.4	13.6	0.0	35.8	37.1	0.0	10.1	0.0	11.9	16.4	16.4
Prop In Lane	0.00		0.48	0.00		0.85	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1572	782	0	1572	739	0	1685	0	252	1526	837
V/C Ratio(X)	0.00	0.43	0.44	0.00	0.87	0.88	0.00	0.46	0.00	0.86	0.51	0.51
Avail Cap(c_a), veh/h	0	1617	805	0	1617	760	0	1685	0	330	1526	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	0.0	24.1	24.5	0.0	31.0	0.0	42.0	19.7	19.7
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	5.1	11.8	0.0	0.9	0.0	16.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	5.2	0.0	14.8	15.7	0.0	4.0	0.0	6.3	6.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	18.5	0.0	29.2	36.2	0.0	31.8	0.0	58.4	21.0	22.0
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	C	C
Approach Vol, veh/h		1020			2013			772			1423	
Approach Delay, s/veh		18.3			31.5			31.8			27.0	
Approach LOS		B			C			C			C	

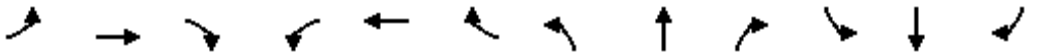
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.3		50.7	18.6	30.7		50.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		47.5	18.5	20.0		47.5				
Max Q Clear Time (g_c+I1), s		18.4		15.6	13.9	12.1		39.1				
Green Ext Time (p_c), s		9.2		8.3	0.2	3.2		7.1				

Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									

WITH PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	601	84	99	1323	187	187	809	58	110	1107	290
Future Volume (veh/h)	111	601	84	99	1323	187	187	809	58	110	1107	290
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	653	91	108	1438	203	203	879	63	120	1203	315
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1009	397	317	999	393	252	969	69	139	1030	534
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1399	1781	3554	1396	1781	3341	239	1781	3554	1461
Grp Volume(v), veh/h	121	653	91	108	1438	203	203	467	475	120	1203	315
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1781	1777	1396	1781	1777	1804	1781	1777	1461
Q Serve(g_s), s	3.0	10.3	3.2	2.7	18.0	7.8	5.0	16.2	16.2	4.3	18.6	11.3
Cycle Q Clear(g_c), s	3.0	10.3	3.2	2.7	18.0	7.8	5.0	16.2	16.2	4.3	18.6	11.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	236	1009	397	317	999	393	252	515	523	139	1030	534
V/C Ratio(X)	0.51	0.65	0.23	0.34	1.44	0.52	0.81	0.91	0.91	0.86	1.17	0.59
Avail Cap(c_a), veh/h	252	1009	397	337	999	393	252	515	523	139	1030	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.1	17.5	15.4	23.0	19.3	17.6	21.9	21.9	29.2	22.7	16.7
Incr Delay (d2), s/veh	1.7	1.4	0.3	0.6	203.2	1.2	15.1	19.7	19.5	39.0	86.1	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	1.0	1.1	35.1	2.5	3.0	9.0	9.1	3.2	19.4	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	21.5	17.8	16.1	226.2	20.5	32.6	41.6	41.4	68.1	108.8	21.5
LnGrp LOS	B	C	B	B	F	C	C	D	D	E	F	C
Approach Vol, veh/h		865			1749			1145			1638	
Approach Delay, s/veh		20.8			189.3			39.9			89.0	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.1	8.8	22.7	9.5	23.1	8.9	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	18.2	4.7	12.3	7.0	20.6	5.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		100.2
HCM 6th LOS		F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	23	0	237	0	269	0	794	96	76	1052	0
Future Volume (vph)	21	23	0	237	0	269	0	794	96	76	1052	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.91	0.85		0.98		1.00	1.00	
Flt Protected		0.98		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1817		1681	1493	1478		3482		1755	3539	
Flt Permitted		0.83		0.73	0.87	1.00		1.00		0.25	1.00	
Satd. Flow (perm)		1538		1284	1320	1478		3482		456	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	25	0	258	0	292	0	863	104	83	1143	0
RTOR Reduction (vph)	0	0	0	0	44	44	0	16	0	0	0	0
Lane Group Flow (vph)	0	48	0	188	140	134	0	951	0	83	1143	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.4		12.4	12.4	12.4		23.6		23.6	23.6	
Effective Green, g (s)		12.4		12.4	12.4	12.4		23.6		23.6	23.6	
Actuated g/C Ratio		0.28		0.28	0.28	0.28		0.52		0.52	0.52	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		423		353	363	407		1826		239	1856	
v/s Ratio Prot								0.27			c0.32	
v/s Ratio Perm		0.03		c0.15	0.11	0.09				0.18		
v/c Ratio		0.11		0.53	0.39	0.33		0.52		0.35	0.62	
Uniform Delay, d1		12.2		13.8	13.2	13.0		7.0		6.2	7.5	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.5	0.7	0.5		1.1		4.0	1.5	
Delay (s)		12.3		15.4	13.9	13.5		8.1		10.2	9.1	
Level of Service		B		B	B	B		A		B	A	
Approach Delay (s)		12.3			14.3			8.1			9.1	
Approach LOS		B			B			A			A	

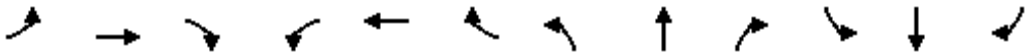
Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	710	0	117	1034	108	30	573	62	0	1472	89
Future Volume (veh/h)	0	710	0	117	1034	108	30	573	62	0	1472	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	772	0	127	1124	117	33	623	67	0	1600	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1310	0	157	1783	771	112	2626	647	0	2084	634
Arrive On Green	0.00	0.74	0.00	0.09	0.50	0.50	0.41	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	3741	0	1781	3554	1537	289	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	772	0	127	1124	117	33	623	67	0	1600	97
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1537	289	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	10.1	0.0	7.0	23.0	4.1	11.1	6.3	2.6	0.0	27.0	3.9
Cycle Q Clear(g_c), s	0.0	10.1	0.0	7.0	23.0	4.1	38.1	6.3	2.6	0.0	27.0	3.9
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1310	0	157	1783	771	112	2626	647	0	2084	634
V/C Ratio(X)	0.00	0.59	0.00	0.81	0.63	0.15	0.29	0.24	0.10	0.00	0.77	0.15
Avail Cap(c_a), veh/h	0	1310	0	223	1783	771	114	2670	658	0	2119	644
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.70	0.00	0.76	0.76	0.76	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	0.0	9.6	0.0	44.8	18.1	13.4	41.9	19.4	18.3	0.0	25.5	18.7
Incr Delay (d2), s/veh	0.0	1.4	0.0	10.7	1.3	0.3	1.4	0.0	0.1	0.0	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	0.0	3.5	9.3	1.5	0.8	2.3	1.0	0.0	10.8	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	0.0	55.4	19.4	13.7	43.4	19.4	18.4	0.0	26.9	18.8
LnGrp LOS	A	B	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		772			1368			723			1697	
Approach Delay, s/veh		11.0			22.3			20.4			26.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.3	41.4		45.3		54.7		45.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	12.5	32.0		41.5		49.0		41.5				
Max Q Clear Time (g_c+I1), s	9.0	12.1		40.1		25.0		29.0				
Green Ext Time (p_c), s	0.1	5.4		0.7		9.6		8.8				

Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	840	21	37	1568	4	72	589	27	0	753	358
Future Volume (veh/h)	110	840	21	37	1568	4	72	589	27	0	753	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	120	913	23	40	1704	4	78	640	29	0	818	389
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	157	2685	68	323	2761	6	89	1328	60	0	669	316
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.38	0.38	0.00	0.58	0.58
Sat Flow, veh/h	286	5115	129	596	5259	12	1781	3449	156	0	2402	1091
Grp Volume(v), veh/h	120	607	329	40	1103	605	78	329	340	0	629	578
Grp Sat Flow(s),veh/h/ln	286	1702	1840	596	1702	1867	1781	1777	1828	0	1777	1622
Q Serve(g_s), s	29.7	10.3	10.3	4.2	22.8	22.8	4.4	14.0	14.0	0.0	29.0	29.0
Cycle Q Clear(g_c), s	52.5	10.3	10.3	14.5	22.8	22.8	4.4	14.0	14.0	0.0	29.0	29.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	470
V/C Ratio(X)	0.76	0.34	0.34	0.12	0.62	0.62	0.88	0.48	0.48	0.00	1.22	1.23
Avail Cap(c_a), veh/h	157	1787	966	323	1787	980	89	684	704	0	515	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.00	0.76	0.76
Uniform Delay (d), s/veh	39.5	13.7	13.7	17.9	16.7	16.7	47.2	23.2	23.2	0.0	21.0	21.0
Incr Delay (d2), s/veh	19.7	0.1	0.2	0.1	0.3	0.5	56.9	2.4	2.4	0.0	112.0	117.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.8	4.2	0.6	8.5	9.3	3.3	6.2	6.4	0.0	23.2	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	13.8	13.9	18.0	16.9	17.2	104.1	25.6	25.6	0.0	133.0	138.0
LnGrp LOS	E	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		1056			1748			747			1207	
Approach Delay, s/veh		19.0			17.0			33.8			135.4	
Approach LOS		B			B			C			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		57.0	9.5	33.5		57.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0		52.5	5.0	28.5		52.5				
Max Q Clear Time (g_c+I1), s		16.0		54.5	6.4	31.0		24.8				
Green Ext Time (p_c), s		4.2		0.0	0.0	0.0		15.5				

Intersection Summary												
HCM 6th Ctrl Delay			50.1									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	787	152	0	1341	514	0	717	0	200	1107	4
Future Volume (veh/h)	0	787	152	0	1341	514	0	717	0	200	1107	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	855	165	0	1458	559	0	779	0	217	1203	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1977	379	0	1681	632	0	1683	0	252	2353	8
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46	0.00	0.26	0.00	0.14	0.45	0.45
Sat Flow, veh/h	0	4446	820	0	3805	1367	0	6958	0	1781	5254	17
Grp Volume(v), veh/h	0	679	341	0	1363	654	0	779	0	217	779	428
Grp Sat Flow(s),veh/h/ln	0	1702	1694	0	1702	1599	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	13.4	13.5	0.0	35.9	37.2	0.0	10.2	0.0	11.9	16.4	16.4
Cycle Q Clear(g_c), s	0.0	13.4	13.5	0.0	35.9	37.2	0.0	10.2	0.0	11.9	16.4	16.4
Prop In Lane	0.00		0.48	0.00		0.85	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1573	783	0	1573	739	0	1683	0	252	1524	836
V/C Ratio(X)	0.00	0.43	0.44	0.00	0.87	0.89	0.00	0.46	0.00	0.86	0.51	0.51
Avail Cap(c_a), veh/h	0	1617	805	0	1617	760	0	1683	0	330	1524	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	0.0	24.1	24.5	0.0	31.0	0.0	42.0	19.8	19.8
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	5.1	11.9	0.0	0.9	0.0	16.4	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	5.2	0.0	14.8	15.8	0.0	4.0	0.0	6.3	6.6	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.5	0.0	29.3	36.4	0.0	31.9	0.0	58.4	21.0	22.0
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	C	C
Approach Vol, veh/h		1020			2017			779			1424	
Approach Delay, s/veh		18.3			31.6			31.9			27.0	
Approach LOS		B			C			C			C	

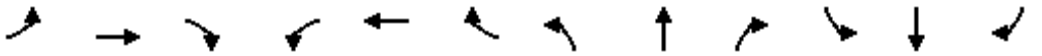
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.3		50.7	18.6	30.7		50.7				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		47.5	18.5	20.0		47.5				
Max Q Clear Time (g_c+I1), s		18.4		15.5	13.9	12.2		39.2				
Green Ext Time (p_c), s		9.2		8.3	0.2	3.2		7.0				

Intersection Summary		
HCM 6th Ctrl Delay	27.8	
HCM 6th LOS	C	

PM PEAK HOUR WITHOUT PROJECT

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



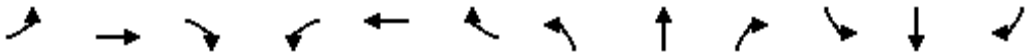
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1199	181	79	749	216	140	649	60	193	1129	210
Future Volume (veh/h)	171	1199	181	79	749	216	140	649	60	193	1129	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.99		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1303	197	86	814	235	152	705	65	210	1227	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1051	416	221	991	389	252	925	85	139	1008	538
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1406	1781	3554	1395	1781	3263	300	1781	3554	1459
Grp Volume(v), veh/h	186	1303	197	86	814	235	152	384	386	210	1227	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1406	1781	1777	1395	1781	1777	1786	1781	1777	1459
Q Serve(g_s), s	4.8	18.9	7.3	2.1	13.7	9.3	3.8	12.6	12.7	5.0	18.2	7.6
Cycle Q Clear(g_c), s	4.8	18.9	7.3	2.1	13.7	9.3	3.8	12.6	12.7	5.0	18.2	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	286	1051	416	221	991	389	252	504	507	139	1008	538
V/C Ratio(X)	0.65	1.24	0.47	0.39	0.82	0.60	0.60	0.76	0.76	1.51	1.22	0.42
Avail Cap(c_a), veh/h	286	1051	416	252	999	392	252	504	507	139	1008	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	22.5	18.5	17.1	21.6	20.0	16.8	20.9	21.0	29.5	22.9	15.5
Incr Delay (d2), s/veh	5.1	116.0	0.8	1.1	5.5	2.6	3.6	9.4	9.4	262.5	107.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	24.1	2.3	0.9	6.0	3.1	1.7	6.1	6.2	12.2	21.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	138.5	19.3	18.2	27.1	22.6	20.5	30.4	30.4	292.0	129.9	17.9
LnGrp LOS	C	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1686			1135			922			1665	
Approach Delay, s/veh		111.7			25.5			28.8			135.0	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.7	8.4	23.4	9.5	22.7	9.5	22.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	14.7	4.1	20.9	5.8	20.2	6.8	15.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	86.7
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	229	19	144	0	66	0	711	90	294	1225	0
Future Volume (vph)	8	229	19	144	0	66	0	711	90	294	1225	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1598	1478		3479		1752	3539	
Flt Permitted		0.99		0.53	0.58	1.00		1.00		0.29	1.00	
Satd. Flow (perm)		1826		930	966	1478		3479		535	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	249	21	157	0	72	0	773	98	320	1332	0
RTOR Reduction (vph)	0	8	0	0	26	48	0	17	0	0	0	0
Lane Group Flow (vph)	0	271	0	82	56	17	0	854	0	320	1332	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Effective Green, g (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		482		245	255	390		1863		286	1895	
v/s Ratio Prot								0.25			0.38	
v/s Ratio Perm		c0.15		0.09	0.06	0.01				c0.60		
v/c Ratio		0.56		0.33	0.22	0.04		0.46		1.12	0.70	
Uniform Delay, d1		14.3		13.4	12.9	12.3		6.4		10.4	7.8	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.5		0.8	0.4	0.0		0.8		89.1	2.2	
Delay (s)		15.8		14.2	13.3	12.4		7.2		99.5	10.0	
Level of Service		B		B	B	B		A		F	A	
Approach Delay (s)		15.8			13.4			7.2			27.3	
Approach LOS		B			B			A			C	

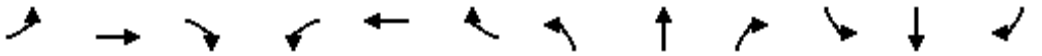
Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	637	0	247	1045	58	24	914	46	0	733	126
Future Volume (veh/h)	0	637	0	247	1045	58	24	914	46	0	733	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	692	0	268	1136	63	26	993	50	0	797	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1615	0	307	2386	1037	124	1535	378	0	1218	368
Arrive On Green	0.00	0.91	0.00	0.17	0.67	0.67	0.24	0.24	0.24	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	599	6434	1585	0	5274	1544
Grp Volume(v), veh/h	0	692	0	268	1136	63	26	993	50	0	797	137
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	599	1609	1585	0	1702	1544
Q Serve(g_s), s	0.0	2.9	0.0	14.7	15.4	1.4	4.1	13.9	2.5	0.0	15.2	8.4
Cycle Q Clear(g_c), s	0.0	2.9	0.0	14.7	15.4	1.4	19.3	13.9	2.5	0.0	15.2	8.4
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1615	0	307	2386	1037	124	1535	378	0	1218	368
V/C Ratio(X)	0.00	0.43	0.00	0.87	0.48	0.06	0.21	0.65	0.13	0.00	0.65	0.37
Avail Cap(c_a), veh/h	0	1615	0	472	2386	1037	134	1641	404	0	1302	394
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.89	0.00	0.67	0.67	0.67	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	0.0	2.6	0.0	40.3	7.9	5.6	43.6	34.3	29.9	0.0	42.1	39.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	7.8	0.5	0.1	0.8	0.8	0.2	0.0	1.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	7.0	5.4	0.4	0.6	5.5	1.0	0.0	7.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.4	0.0	48.1	8.4	5.7	44.4	35.1	30.1	0.0	43.1	39.6
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		692			1467			1069			934	
Approach Delay, s/veh		3.4			15.5			35.1			42.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	21.7	49.9		28.4		71.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	16.7	4.9		21.3		17.4		17.2				
Green Ext Time (p_c), s	0.6	5.3		2.6		11.7		3.7				

Intersection Summary			
HCM 6th Ctrl Delay		24.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1465	17	66	1074	4	32	531	71	2	896	234
Future Volume (veh/h)	98	1465	17	66	1074	4	32	531	71	2	896	234
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1592	18	72	1167	4	35	577	77	2	974	254
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	2106	24	117	2127	7	55	1579	210	36	1154	299
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.03	0.50	0.50	0.86	0.86	0.86
Sat Flow, veh/h	479	5201	59	315	5252	18	1781	3127	416	1	2691	697
Grp Volume(v), veh/h	107	1042	568	72	756	415	35	327	327	676	0	554
Grp Sat Flow(s),veh/h/ln	479	1702	1856	315	1702	1866	1781	1777	1766	1869	0	1520
Q Serve(g_s), s	22.0	26.2	26.3	14.2	17.0	17.0	1.9	11.2	11.2	0.0	0.0	19.1
Cycle Q Clear(g_c), s	39.0	26.2	26.3	40.5	17.0	17.0	1.9	11.2	11.2	18.6	0.0	19.1
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.46
Lane Grp Cap(c), veh/h	185	1379	751	117	1379	756	55	897	892	838	0	652
V/C Ratio(X)	0.58	0.76	0.76	0.62	0.55	0.55	0.63	0.36	0.37	0.81	0.00	0.85
Avail Cap(c_a), veh/h	185	1379	751	117	1379	756	89	897	892	838	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	0.89	0.00	0.89
Uniform Delay (d), s/veh	37.7	25.5	25.5	45.6	22.8	22.8	47.9	15.0	15.0	5.4	0.0	5.4
Incr Delay (d2), s/veh	4.5	2.4	4.4	7.1	0.3	0.6	11.3	1.1	1.2	7.4	0.0	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	10.7	12.1	2.0	6.7	7.4	1.0	4.6	4.6	4.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	27.9	29.9	52.7	23.1	23.4	59.2	16.2	16.2	12.7	0.0	17.2
LnGrp LOS	D	C	C	D	C	C	E	B	B	B	A	B
Approach Vol, veh/h		1717			1243			689			1230	
Approach Delay, s/veh		29.5			24.9			18.4			14.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0	7.6	47.4		45.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		50.0		40.5	5.0	40.5		40.5				
Max Q Clear Time (g_c+I1), s		13.2		41.0	3.9	21.1		42.5				
Green Ext Time (p_c), s		4.6		0.0	0.0	8.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1293	258	0	1000	231	0	1159	0	102	621	5
Future Volume (veh/h)	0	1293	258	0	1000	231	0	1159	0	102	621	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1405	280	0	1087	251	0	1260	0	111	675	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1745	347	0	1698	392	0	2416	0	140	2609	19
Arrive On Green	0.00	0.14	0.14	0.00	0.41	0.41	0.00	0.38	0.00	0.08	0.50	0.50
Sat Flow, veh/h	0	4414	845	0	4300	953	0	6958	0	1781	5229	39
Grp Volume(v), veh/h	0	1126	559	0	896	442	0	1260	0	111	439	241
Grp Sat Flow(s),veh/h/ln	0	1702	1686	0	1702	1681	0	1609	0	1781	1702	1863
Q Serve(g_s), s	0.0	32.1	32.2	0.0	21.0	21.0	0.0	15.2	0.0	6.1	7.4	7.4
Cycle Q Clear(g_c), s	0.0	32.1	32.2	0.0	21.0	21.0	0.0	15.2	0.0	6.1	7.4	7.4
Prop In Lane	0.00		0.50	0.00		0.57	0.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	1399	693	0	1399	691	0	2416	0	140	1699	930
V/C Ratio(X)	0.00	0.80	0.81	0.00	0.64	0.64	0.00	0.52	0.00	0.79	0.26	0.26
Avail Cap(c_a), veh/h	0	1481	733	0	1481	731	0	2416	0	240	1699	930
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.53	0.53	0.00	1.00	1.00	0.00	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.3	39.4	0.0	23.5	23.5	0.0	24.2	0.0	45.3	14.4	14.4
Incr Delay (d2), s/veh	0.0	1.7	3.5	0.0	0.9	1.8	0.0	0.6	0.0	9.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	15.2	0.0	8.4	8.4	0.0	5.8	0.0	3.1	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.0	42.8	0.0	24.4	25.3	0.0	24.8	0.0	55.0	14.8	15.1
LnGrp LOS	A	D	D	A	C	C	A	C	A	D	B	B
Approach Vol, veh/h		1685			1338			1260			791	
Approach Delay, s/veh		41.6			24.7			24.8			20.5	
Approach LOS		D			C			C			C	

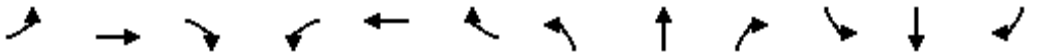
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.4		45.6	12.4	42.0		45.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.4		34.2	8.1	17.2		23.0				
Green Ext Time (p_c), s		5.0		6.9	0.1	6.7		9.7				

Intersection Summary												
HCM 6th Ctrl Delay			29.7									
HCM 6th LOS			C									

WITH PROJECT PM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/20/2019



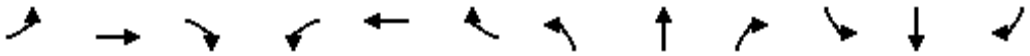
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1199	189	79	749	216	146	655	62	193	1138	210
Future Volume (veh/h)	171	1199	189	79	749	216	146	655	62	193	1138	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.99		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1303	205	86	814	235	159	712	67	210	1237	228
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	286	1051	416	221	991	389	252	923	87	139	1008	538
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1406	1781	3554	1395	1781	3256	306	1781	3554	1459
Grp Volume(v), veh/h	186	1303	205	86	814	235	159	388	391	210	1237	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1406	1781	1777	1395	1781	1777	1785	1781	1777	1459
Q Serve(g_s), s	4.8	18.9	7.7	2.1	13.7	9.3	4.0	12.8	12.9	5.0	18.2	7.6
Cycle Q Clear(g_c), s	4.8	18.9	7.7	2.1	13.7	9.3	4.0	12.8	12.9	5.0	18.2	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	286	1051	416	221	991	389	252	504	506	139	1008	538
V/C Ratio(X)	0.65	1.24	0.49	0.39	0.82	0.60	0.63	0.77	0.77	1.51	1.23	0.42
Avail Cap(c_a), veh/h	286	1051	416	252	999	392	252	504	506	139	1008	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	22.5	18.6	17.1	21.6	20.0	16.9	21.0	21.0	29.5	22.9	15.5
Incr Delay (d2), s/veh	5.1	116.0	0.9	1.1	5.5	2.6	4.5	9.9	9.9	262.5	111.2	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	24.1	2.4	0.9	6.0	3.1	1.8	6.3	6.3	12.2	22.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	138.5	19.5	18.2	27.1	22.6	21.4	30.9	30.9	292.0	134.1	17.9
LnGrp LOS	C	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1694			1135			938			1675	
Approach Delay, s/veh		111.3			25.5			29.3			138.1	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.7	8.4	23.4	9.5	22.7	9.5	22.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	14.9	4.1	20.9	6.0	20.2	6.8	15.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	87.5
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	229	19	152	0	74	0	719	90	314	1225	0
Future Volume (vph)	8	229	19	152	0	74	0	719	90	314	1225	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1597	1478		3480		1753	3539	
Flt Permitted		0.99		0.53	0.57	1.00		1.00		0.29	1.00	
Satd. Flow (perm)		1826		930	948	1478		3480		528	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	249	21	165	0	80	0	782	98	341	1332	0
RTOR Reduction (vph)	0	8	0	0	26	53	0	17	0	0	0	0
Lane Group Flow (vph)	0	271	0	86	61	19	0	863	0	341	1332	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Effective Green, g (s)		11.9		11.9	11.9	11.9		24.1		24.1	24.1	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		482		245	250	390		1863		282	1895	
v/s Ratio Prot								0.25			0.38	
v/s Ratio Perm		c0.15		0.09	0.06	0.01				c0.65		
v/c Ratio		0.56		0.35	0.24	0.05		0.46		1.21	0.70	
Uniform Delay, d1		14.3		13.4	13.0	12.3		6.5		10.4	7.8	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.5		0.9	0.5	0.1		0.8		122.5	2.2	
Delay (s)		15.8		14.3	13.5	12.4		7.3		133.0	10.0	
Level of Service		B		B	B	B		A		F	A	
Approach Delay (s)		15.8			13.5			7.3			35.1	
Approach LOS		B			B			A			D	

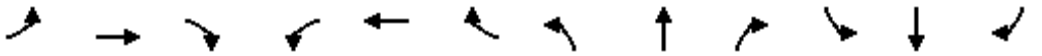
Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	651	0	252	1054	58	24	914	46	0	733	133
Future Volume (veh/h)	0	651	0	252	1054	58	24	914	46	0	733	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	708	0	274	1146	63	26	993	50	0	797	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1601	0	313	2385	1037	124	1536	378	0	1219	369
Arrive On Green	0.00	0.90	0.00	0.18	0.67	0.67	0.24	0.24	0.24	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	594	6434	1585	0	5274	1544
Grp Volume(v), veh/h	0	708	0	274	1146	63	26	993	50	0	797	145
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	594	1609	1585	0	1702	1544
Q Serve(g_s), s	0.0	3.3	0.0	15.0	15.6	1.4	4.2	13.9	2.5	0.0	15.2	8.9
Cycle Q Clear(g_c), s	0.0	3.3	0.0	15.0	15.6	1.4	19.3	13.9	2.5	0.0	15.2	8.9
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1601	0	313	2385	1037	124	1536	378	0	1219	369
V/C Ratio(X)	0.00	0.44	0.00	0.88	0.48	0.06	0.21	0.65	0.13	0.00	0.65	0.39
Avail Cap(c_a), veh/h	0	1601	0	490	2385	1037	133	1641	404	0	1302	394
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.87	0.00	0.67	0.67	0.67	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	0.0	2.9	0.0	40.2	8.0	5.6	43.6	34.3	29.9	0.0	42.0	39.2
Incr Delay (d2), s/veh	0.0	0.8	0.0	7.4	0.5	0.1	0.8	0.8	0.2	0.0	1.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	7.1	5.4	0.4	0.6	5.5	1.0	0.0	7.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.6	0.0	47.5	8.4	5.7	44.4	35.1	30.1	0.0	43.1	39.8
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		708			1483			1069			942	
Approach Delay, s/veh		3.6			15.6			35.1			42.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.1	49.6		28.4		71.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	27.5	33.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	17.0	5.3		21.3		17.6		17.2				
Green Ext Time (p_c), s	0.6	5.4		2.5		11.8		3.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.6	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1465	17	66	1074	4	32	538	71	0	901	238
Future Volume (veh/h)	105	1465	17	66	1074	4	32	538	71	0	901	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	114	1592	18	72	1167	4	35	585	77	0	979	259
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	209	2314	26	135	2337	8	55	1456	191	0	1074	283
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.00	0.78	0.78
Sat Flow, veh/h	479	5201	59	315	5252	18	1781	3132	411	0	2854	727
Grp Volume(v), veh/h	114	1042	568	72	756	415	35	331	331	0	629	609
Grp Sat Flow(s),veh/h/ln	479	1702	1856	315	1702	1866	1781	1777	1766	0	1777	1711
Q Serve(g_s), s	22.3	24.5	24.5	20.0	15.9	15.9	1.9	12.3	12.3	0.0	26.9	27.5
Cycle Q Clear(g_c), s	38.2	24.5	24.5	44.5	15.9	15.9	1.9	12.3	12.3	0.0	26.9	27.5
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.23	0.00		0.43
Lane Grp Cap(c), veh/h	209	1515	826	135	1515	830	55	826	821	0	691	666
V/C Ratio(X)	0.55	0.69	0.69	0.53	0.50	0.50	0.63	0.40	0.40	0.00	0.91	0.92
Avail Cap(c_a), veh/h	209	1515	826	135	1515	830	89	826	821	0	691	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	0.00	0.88	0.88
Uniform Delay (d), s/veh	33.4	22.2	22.2	41.2	19.8	19.8	47.9	17.6	17.6	0.0	9.8	9.8
Incr Delay (d2), s/veh	2.9	1.3	2.4	3.0	0.2	0.3	11.3	1.4	1.5	0.0	16.4	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.7	10.8	1.9	6.1	6.7	1.0	5.2	5.2	0.0	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	23.5	24.6	44.3	20.0	20.2	59.2	19.0	19.1	0.0	26.2	27.5
LnGrp LOS	D	C	C	D	B	C	E	B	B	A	C	C
Approach Vol, veh/h		1724			1243			697			1238	
Approach Delay, s/veh		24.7			21.5			21.1			26.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0	7.6	43.4		49.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		46.0		44.5	5.0	36.5		44.5				
Max Q Clear Time (g_c+I1), s		14.3		40.2	3.9	29.5		46.5				
Green Ext Time (p_c), s		4.6		3.6	0.0	4.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/26/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1293	258	0	1341	231	0	1159	0	102	621	5
Future Volume (veh/h)	0	1293	258	0	1341	231	0	1159	0	102	621	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1405	280	0	1458	251	0	1260	0	111	675	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1745	347	0	1797	309	0	2416	0	140	2609	19
Arrive On Green	0.00	0.14	0.14	0.00	0.41	0.41	0.00	0.38	0.00	0.08	0.50	0.50
Sat Flow, veh/h	0	4414	845	0	4542	752	0	6958	0	1781	5229	39
Grp Volume(v), veh/h	0	1126	559	0	1134	575	0	1260	0	111	439	241
Grp Sat Flow(s),veh/h/ln	0	1702	1686	0	1702	1721	0	1609	0	1781	1702	1863
Q Serve(g_s), s	0.0	32.1	32.2	0.0	29.4	29.5	0.0	15.2	0.0	6.1	7.4	7.4
Cycle Q Clear(g_c), s	0.0	32.1	32.2	0.0	29.4	29.5	0.0	15.2	0.0	6.1	7.4	7.4
Prop In Lane	0.00		0.50	0.00		0.44	0.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	1399	693	0	1399	707	0	2416	0	140	1699	930
V/C Ratio(X)	0.00	0.80	0.81	0.00	0.81	0.81	0.00	0.52	0.00	0.79	0.26	0.26
Avail Cap(c_a), veh/h	0	1481	733	0	1481	749	0	2416	0	240	1699	930
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.53	0.53	0.00	1.00	1.00	0.00	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.3	39.4	0.0	26.0	26.0	0.0	24.2	0.0	45.3	14.4	14.4
Incr Delay (d2), s/veh	0.0	1.7	3.5	0.0	3.4	6.5	0.0	0.6	0.0	9.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.9	15.2	0.0	12.1	12.9	0.0	5.8	0.0	3.1	2.9	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.0	42.8	0.0	29.4	32.6	0.0	24.8	0.0	55.0	14.8	15.1
LnGrp LOS	A	D	D	A	C	C	A	C	A	D	B	B
Approach Vol, veh/h		1685			1709			1260			791	
Approach Delay, s/veh		41.6			30.4			24.8			20.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.4		45.6	12.4	42.0		45.6				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.4		34.2	8.1	17.2		31.5				
Green Ext Time (p_c), s		5.0		6.9	0.1	6.7		8.5				

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

Appendix G-2

LADOT Approval Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

830 – 840 S Fairfax Avenue
DOT Case No. CEN 19-48898

Date: February 25, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 830 – 840 SOUTH FAIRFAX AVENUE (PAR-2019-6307-TOC)**

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Overland Traffic Consultants, Inc. for the proposed mixed-use project located at 830 – 840 South Fairfax Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of 181 residential units, 28 affordable housing units, 1,600 square feet of high-turnover sit-down restaurant, and 750 square feet of fast-food restaurant. The project site currently contains two apartment buildings which consists of 21 units and 19 units respectively, and an existing 3,829 square foot restaurant/lounge. The project frontage is along South Fairfax Avenue and West 8th Street. The project can be accessed via one driveway along West 8th Street and one driveway along South Fairfax Avenue as illustrated in **Attachment A**.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does**

exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-2.2 Substantially inducing additional automobile travel
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 and 2.2 are determined by using the VMT calculator and are discussed above. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the VMT projections for the proposed project are 6.0 and N/A for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section

16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

1. Construction Impacts
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Fairfax Avenue** has been designated as an Avenue II which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way and **8th Street** has been designated as a Collector which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Parking Requirements
   The traffic study indicated that the project would provide 239 automotive parking spaces in three levels of parking in which 38 parking spaces would be assigned to the commercial portion of the project and 201 parking spaces would be assigned to the residential units. The 38 parking spaces assigned to the commercial portion would replace the existing 23 parking spaces for Tom Bergin's. Approximately 146 bike spaces (130 long term and 16 short term spaces) are also planned. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with

DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

5. Development Review Fees
   An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

J:\Letters\2019\CEN19-48898_800 S Fairfax Ave_mu_vmt_ltr.docx

c: Meg Greenfield, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

ATTACHMENT A
CEN19-48898
830-840 S Fairfax Ave

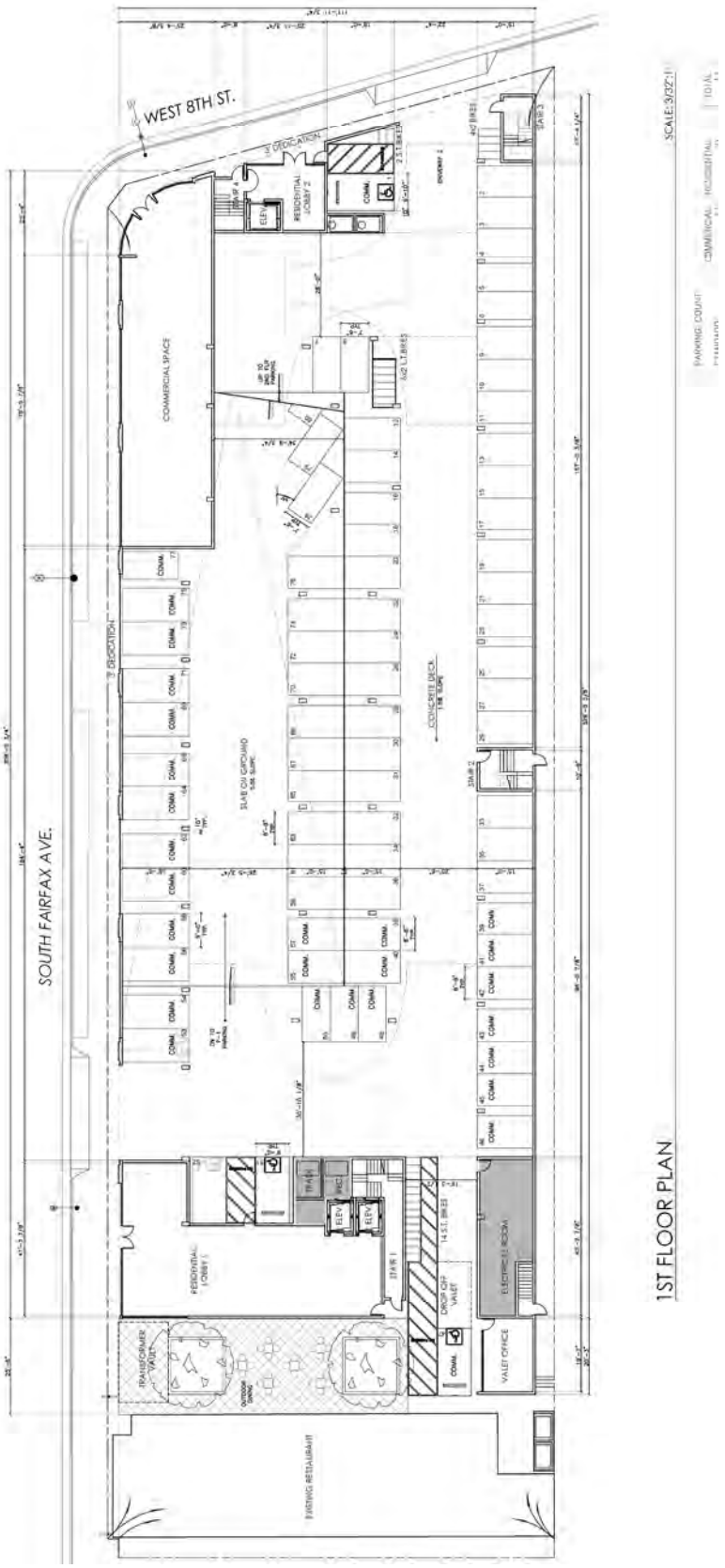


FIGURE 2a

11/2019

SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

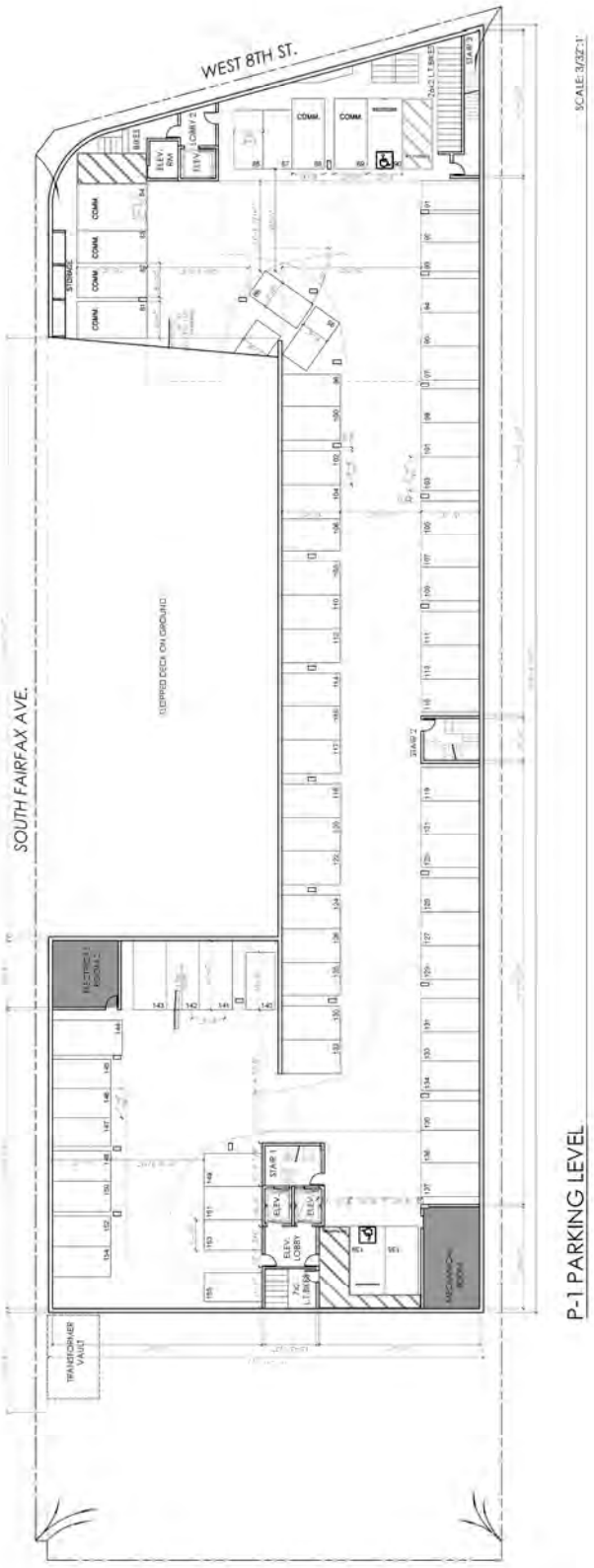


FIGURE 2b

11/2019

SITE PLAN
PARKING LEVEL P-1

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

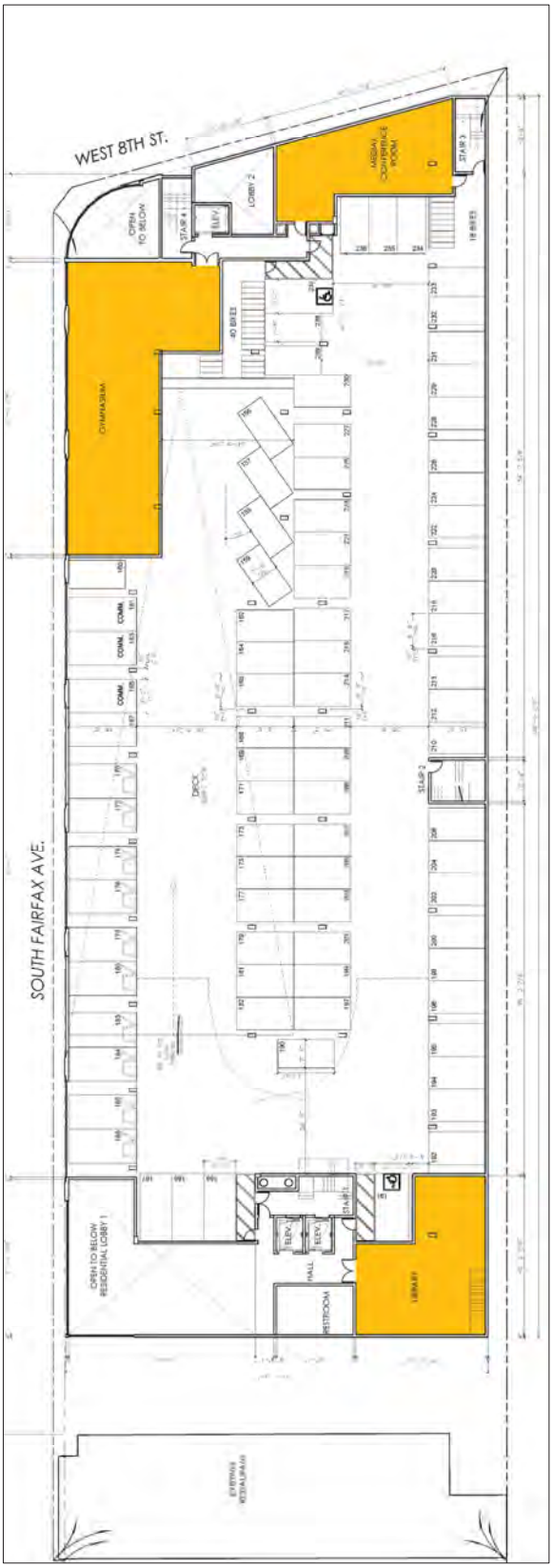


FIGURE 2c

11/2019

SITE PLAN
LEVEL 2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

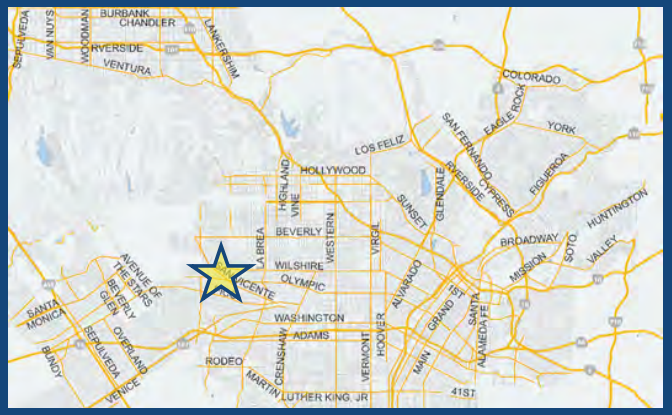
ATTACHMENT B
CEN19-48898
830-840 S Fairfax Ave

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S Fairfax Avenue
Scenario:
Address: 800 S FAIRFAX AVE, 90036



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

( ) Yes ( ) No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	40	DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	931 Daily Vehicle Trips
919 Daily VMT	5,663 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	775 Net Daily Trips
The net increase in daily VMT ≤ 0	4,744 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.350 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2019

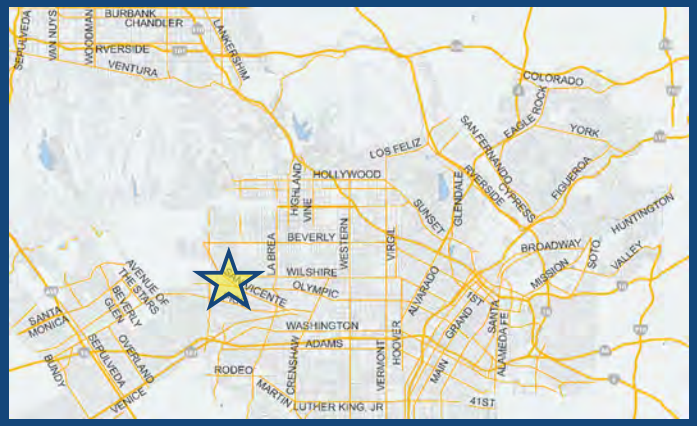
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 800 S Fairfax Avenue

Scenario:

Address: 800 S FAIRFAX AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply

☑ Proposed Prj ☐ Mitigation

293 city code parking provision for the project site

239 actual parking provision for the project site

Unbundle Parking

☑ Proposed Prj ☐ Mitigation

75 monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

50 percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

6.00 daily parking charge (dollar)

25 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
787 Daily Vehicle Trips	**787** Daily Vehicle Trips
4,815 Daily VMT	**4,815** Daily VMT
6.0 Household VMT per Capita	**6.0** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	181	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	1.600	ksf
	Fast-Food Restaurant	0.750	ksf
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Analysis Results			
Total Employees: 11			
Total Population: 496			
Proposed Project		***With Mitigation***	
787	**Daily Vehicle Trips**	**787**	**Daily Vehicle Trips**
4,815	**Daily VMT**	**4,815**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	293	293
		Actual parking provision (spaces)	239	239
	Unbundle parking	Monthly cost for parking ($)	$75	$75
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute Program	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	9%	9%	*0%*	*0%*	9%	9%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*
MAX. TDM EFFECT	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE	*urban*	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	281	-27.8%	203	6.5	1,827	1,320
Home Based Other Production	752	-40.8%	445	5.2	3,910	2,314
Non-Home Based Other Production	43	-14.0%	37	7.3	314	270
Home-Based Work Attraction	17	-64.7%	6	8.0	136	48
Home-Based Other Attraction	234	-41.9%	136	7.0	1,638	952
Non-Home Based Other Attraction	118	-11.9%	104	7.3	861	759

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-17.9%	167	1,084	-17.9%	167	1,084
Home Based Other Production	-17.9%	365	1,900	-17.9%	365	1,900
Non-Home Based Other Production	-9.8%	33	244	-9.8%	33	244
Home-Based Work Attraction	-9.8%	5	43	-9.8%	5	43
Home-Based Other Attraction	-9.8%	123	859	-9.8%	123	859
Non-Home Based Other Attraction	-9.8%	94	685	-9.8%	94	685

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,984**	**2,984**
Total Home Based Work Attraction VMT	**43**	**43**
Total Home Based VMT Per Capita	**6.0**	**6.0**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 6
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2023) Without Project Delay	Future (2023) Without Project LOS	Future (2023) With Project Delay	Future (2023) With Project LOS
1	Fairfax Avenue &	AM	99.6	F	100.2	F
	Wilshire Boulevard	PM	86.7	F	87.5	F
2	Fairfax Avenue &	AM	9.6	A	9.8	A
	8th Street / Del Valle Dr	PM	19.4	B	23.6	C
3	Fairfax Avenue &	AM	21.4	C	21.6	C
	San Vicente Boulevard	PM	24.6	C	24.6	C
4	Fairfax Avenue &	AM	48.4	D	50.1	D
	Olympic Boulevard	PM	23.0	C	23.9	C
5	Olympic Boulevard &	AM	27.7	C	27.8	C
	San Vicente Boulevard	PM	29.7	C	31.2	C

Appendix G-3

Supplemental Traffic Assessment

Overland Traffic Consultants
952 Manhattan Beach Boulevard,
Suite #100
Manhattan Beach, CA 90266
Phone (661) 799 - 8423
E-mail: otc@overlandtraffic.com

Overland Traffic Consultants, Inc.

February 1, 2021

Mr. Wes Pringle P.E.
Transportation Engineer
Metro Development Review
100 S. Main Street 9th Floor
Los Angeles, CA 90021

RE: Supplemental Traffic Assessment for Proposed Mixed - Use Residential Project (800 S. Fairfax Avenue)

Dear Mr. Pringle,

Overland Traffic Consultants has prepared this supplemental analysis and assessment of transportation impacts for the proposed mixed – use residential project located at 800 S. Fairfax Avenue (address includes 800 – 840 S. Fairfax Avenue) in the City of Los Angeles.

Background

The Los Angeles Department of Transportation (LADOT) reviewed and approved a similar mixed – use project for this location on February 25, 2020 (DOT Case No. CEN19-48898, Attachment A). The approved project consisted of constructing 209 apartments (181 market rate units and 28 affordable units) and 2,350 square feet of restaurant uses (assumed a 1,600 square foot high-turnover restaurant and a 750 square foot fast-food restaurant). A total of 40 existing apartments in two buildings will be removed but the existing restaurant/lounge (Tom Bergin's Tavern) will remain. No significant transportation impacts were identified in the review of this project.

A modification has been proposed that adds approximately 303 square feet of restaurant floor area for a total of 2,653 square feet - all high-turnover restaurant with no fast-food restaurant floor area. Furthermore, no changes are proposed for the number and type of residential uses, access locations or parking.

The purpose of this supplemental assessment is to provide supplemental information for the February 2020 LADOT approval and document the slight increase in restaurant floor area, update the Vehicle Miles Traveled (VMT) analysis, change buildout year to 2024 with an updated cumulative project review.

Modified Project Summary

The project is located at 800 S. Fairfax Avenue in the Wilshire Community Plan area of Los Angeles (Project). The lot area is approximately 44,602 square feet in size (1.024 acres) and currently contains two apartment buildings (21 units and 19 units) and an existing 3,829 square foot restaurant/lounge (Tom Bergin's Tavern). The apartment buildings and associated carport structure will be removed but Tom Bergin's Tavern will remain. See Figure 1 for the project's location.

The proposed mixed – use Project consists of 181 residential apartment units, 28 affordable apartment units with 2,653 square feet of restaurant floor area.

Project Parking and Access

The Project will provide 239 parking spaces in three parking levels (40 parking spaces for the commercial use which includes 23 replacement spaces for Tom Bergin's Tavern and 199 parking spaces for the residential units). Approximately 146 bike spaces are also planned (130 long term and 16 short term spaces).

Three existing vehicular driveways on Fairfax Avenue and one on 8th Street will be removed. New vehicle access to the parking garage will be provided via one driveway on Fairfax Avenue south of 8th Street and one driveway on 8th Street east of Fairfax Avenue.

Figures 2a thru 2c illustrate the Project site plan.

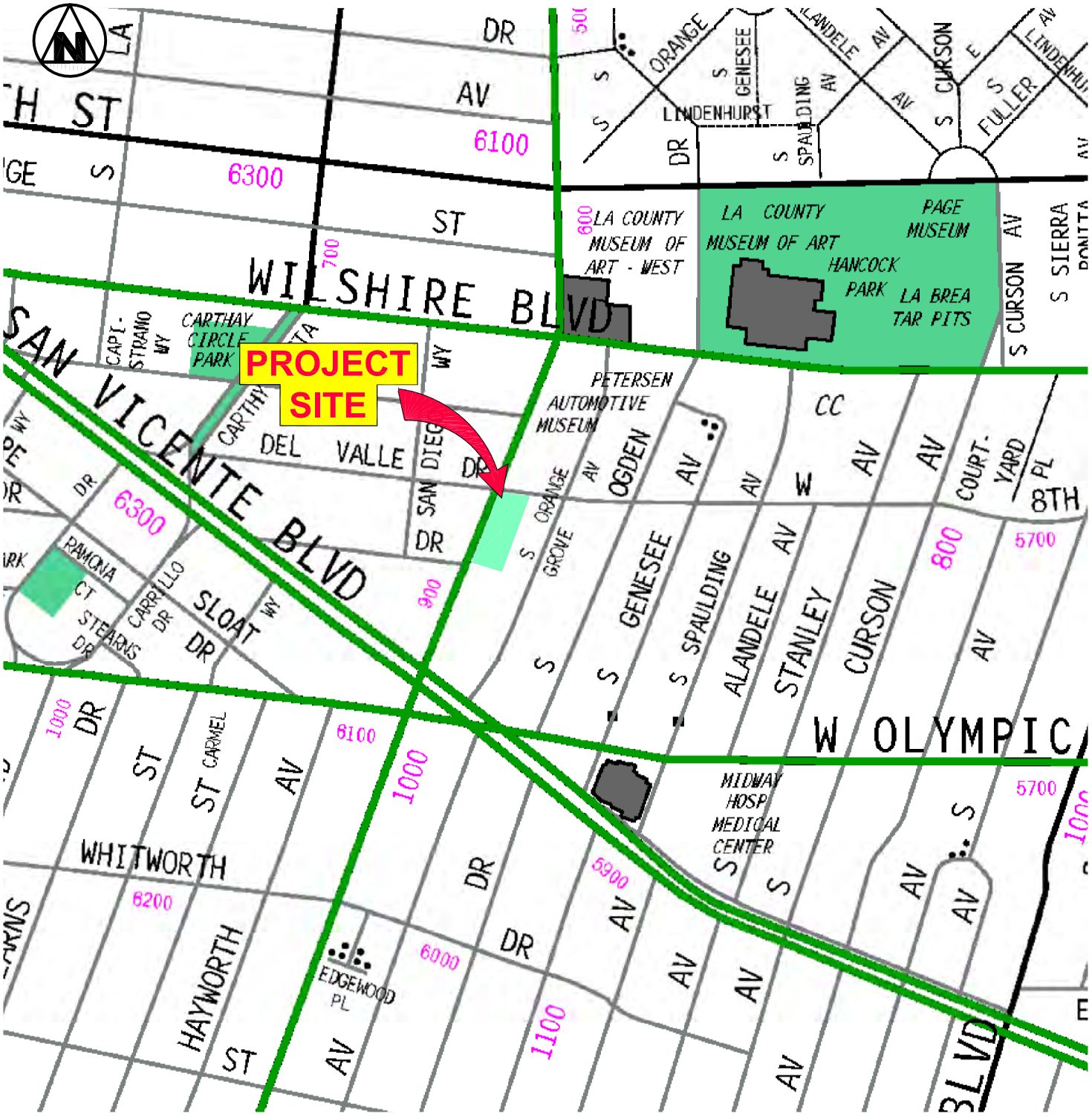


FIGURE 1

9/2019

PROJECT LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

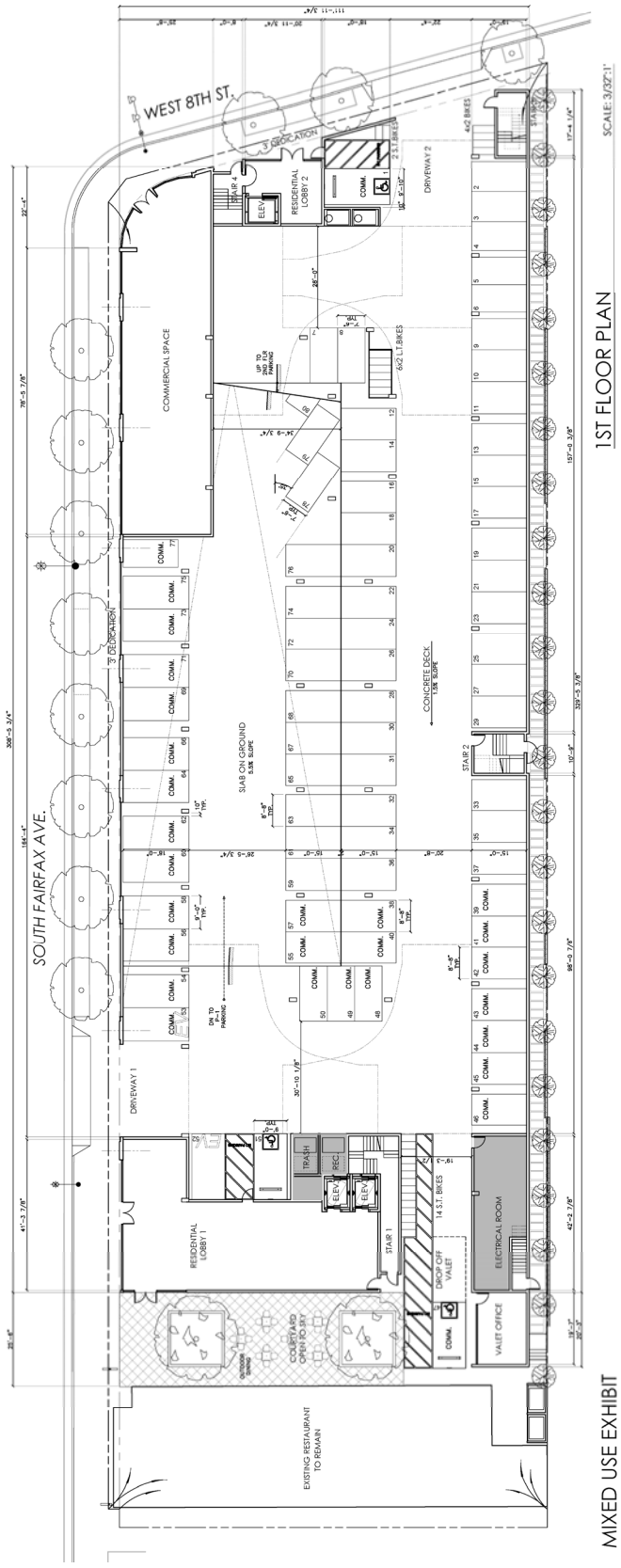


FIGURE 2a

12/2020

SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

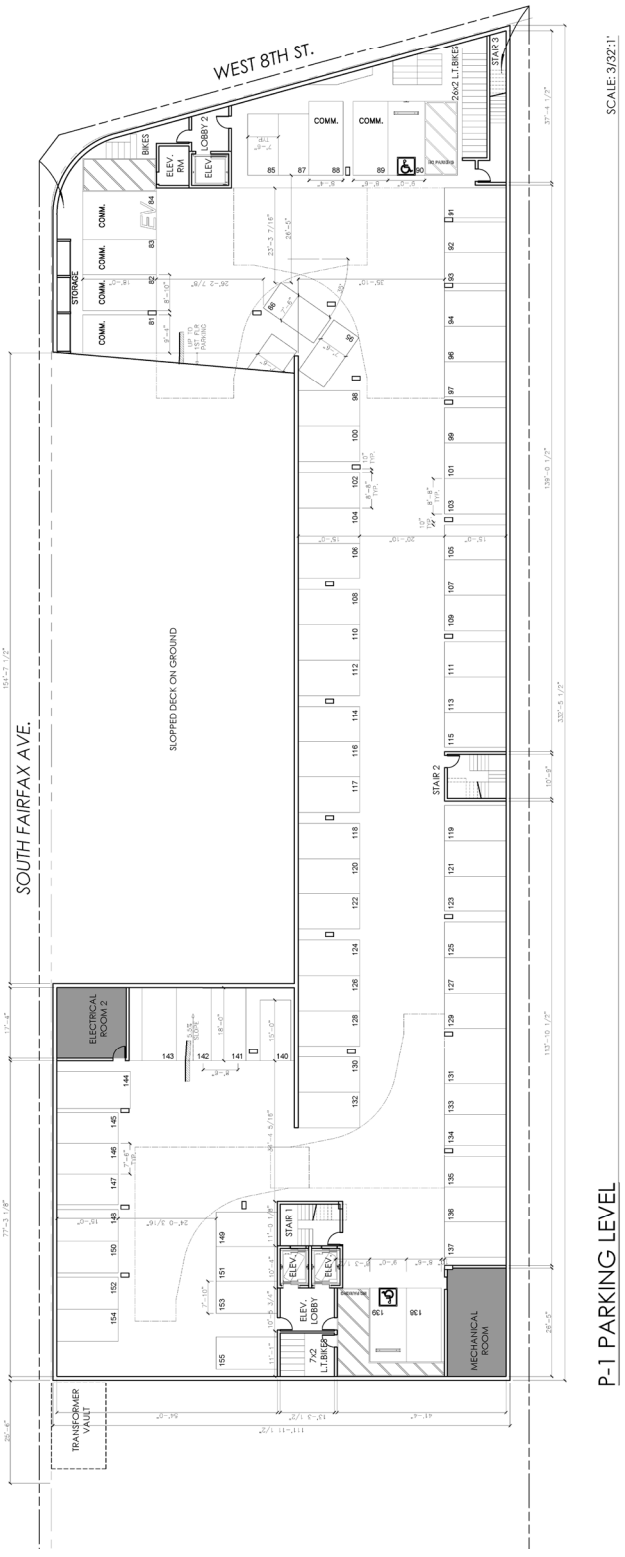


FIGURE 2b

12/2020

SITE PLAN
PARKING LEVEL P-1

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

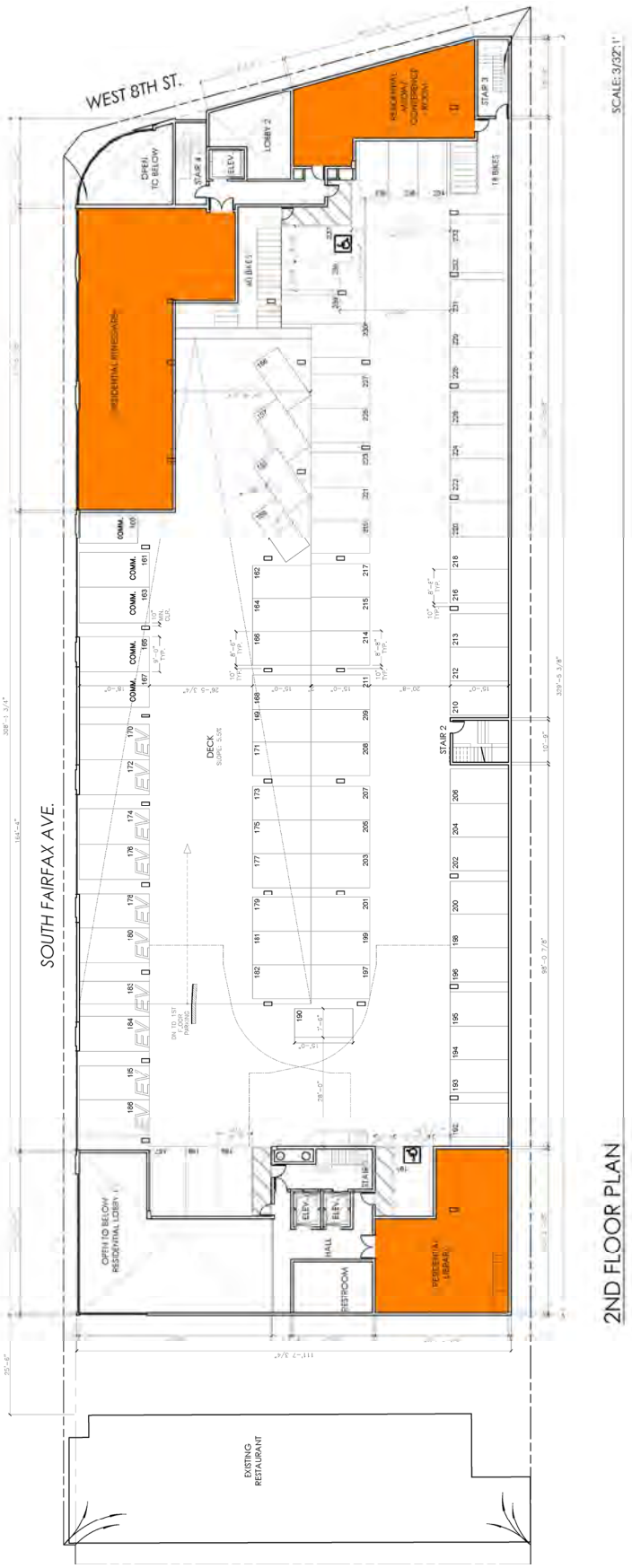


FIGURE 2c

12/2020

SITE PLAN
PARKING LEVEL 2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The Transportation Assessment Guidelines (TAG) is the City of Los Angeles' document that establishes procedures and methods for conducting transportation analyses for land development projects pursuant to CEQA. LADOT's TAG review of the original project's transportation impact was completed in February 2020 and reported no significant transportation impacts were associated with the Project.

The TAG identifies three CEQA thresholds for identifying significant transportation impacts in accordance with SB 743 and the State's CEQA Guidelines that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies addressing the circulation system
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Supplemental Review of CEQA Thresholds for Modified Project

In July 2020, LADOT updated the TAG with a new Travel Demand Forecasting (TDF) Model and vehicle miles traveled (VMT) Calculator Tool[1]. This updated version of the City's TAG further refines and clarifies analysis methodologies that were introduced in the last update in August 2019.

This supplemental analysis has been prepared to reaffirm the validity of the LADOT's CEQA determination that no new significant transportation impacts are created by the modifications proposed by the Project.

[1] The mixed-use development (MXD) model was refined to use transit mode split data and surrounding demographic data from the Los Angeles travel demand model, allowing the MXD model to be more sensitive to neighborhood characteristics. Trip lengths are also obtained and averaged for TAZs within ⅛ mile of the project address (see attachment C for the VMT Calculator ver1.3 update report).

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies addressing the circulation system

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review of Threshold T-1. A consistency check summary table is provided below in Table 1. The TAG also provides a list of questions to guide the Project's consistency review. These questions and answers relative to the Project are provided in Attachment B.

LADOT has determined that the mixed - use Project is consistent with the relevant programs, plans or ordinances identified by the TAG. The modified mixed – use Project is not significantly different than the approved project. The proposed land uses, building footprint, vehicle access and parking remain the same.

Therefore, the modified Project would not conflict with these key City planning documents, and potential impacts would be less than significant.

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project with other future development projects located within ½ mile of the Project site were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. Eight nearby related projects were identified for the updated cumulative analysis included in the LOS based circulation and safety review.

No cumulative impacts have been identified with this Project together with the related projects that would preclude the City's implementation of any transportation related policies, programs, or standards.

Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	Yes	The Project complies with the Mobility Plan 2035 street standard for Fairfax Avenue (Avenue II) and 8th Street (Collector). A 3 - foot dedication by the Project is required for both streets to serve long-term mobility needs identified in the Mobility Plan 2035. The Project will dedicate as required.	No
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction, by reducing single-occupant vehicle trips by its proximity to high quality and high frequency transit service. The Project would be subject to both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project would not conflict with other policies in the Plan for Healthy LA.	No
3.	Specific Plans	Yes	The Project is in the Wilshire Community Plan area. The Project is not located in any Specific Plan overlay area.	No
4.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short- and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
5.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 s.f. The Project includes approximately 2,653 square feet of commercial floor area.	No
6.	Vision Zero Action Plan	Yes	No Vision Zero projects are located near the Project site. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
7.	Vision Zero Corridor Plans	Yes	The Project is not located on a priority intersection or corridor identified in the Vision Zero Action Plan. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
8.	Streetscape Plans	Yes	The Project is not located in any Streetscape Plan overlay area.	No
9.	Citywide Design Guidelines	Yes		
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. The Project vehicular access complies with driveway location standards.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements that promotes neighborhood pride and reduces the perceived mass. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)

The modified Project's VMT has been calculated using the updated LADOT VMT Calculator tool (Ver 1.3v141) to re-evaluate the modified Project's VMT impacts. Results of the updated calculation show a Project daily household VMT per capita value of 4.4 with the Project's bike and vehicle TDM parking strategies. This household VMT is below the Central Area Planning Commission area (APC) threshold value of 6.0 household VMT per capita. Note that the employee VMT calculation is not applicable because the Project's restaurant is a local serving use less than 50,000 square feet in size.

The Project VMT analysis demonstrates no significant transportation impact by applying an efficiency-based impact threshold (i.e., VMT per capita). Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS. A less than significant project impact is sufficient in demonstrating there is no cumulative VMT impact.

Therefore, it is concluded that implementation of the Project would not create a significant VMT impact. A copy of the VMT Calculator summary report is provided as Attachment C to this report.

This finding is consistent with the prior LADOT determination for Threshold T-2.1.

- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

The Project design does not present any hazardous geometric design features or any design features that are unusual for the area. The Project's design reduces the number of vehicular conflict points on Fairfax Avenue from 3 driveways to one driveway and maintains one driveway on 8th Street. The Fairfax Avenue driveway will be located approximately 250 feet south of 8th Street and served by a left turn median lane. The 8th Street driveway will be located approximately in the same location as the existing 8th Street driveway. The Project's access design is consistent with LADOT's driveway placement and location criteria per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

No deficiencies are apparent in the site access plans which would be considered significant. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3 (Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use). The capacity and operational delays impact analysis has been updated in the following non-CEQA review.

This finding is consistent with LADOT's prior determination for Threshold T-3. LADOT's February 2020 approval included approval of the Project's site plan (page 3 of approval letter). The modified Project's site plan layout is the same as the prior project.

NON-CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The City's adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety.

Below is the updated non-CEQA evaluation with the expanded buildout year to 2024, updated cumulative project list and changes to the Project's commercial component (+ 303 square feet and removal of the fast-food restaurant).

- Pedestrian, Bicycle, and Transit Access Assessment

The pedestrian, bicycle and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

1. Removal or Degradation of Facilities

The project will not remove or degrade any pedestrian, bicycle, and transit facilities in the vicinity of the proposed Project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

2. Project Intensification of Use

The Project is located on Fairfax Avenue and 8th Street. Fairfax Avenue is included in the Transit Enhanced Network, Bike Enhanced and Pedestrian Enhanced District. Eight Street is part of the Neighborhood Enhanced Network. Per the VMT calculator, the project would have a residential population of approximately 496 person and 11 employees. As discussed below, this level of intensification would not require any additional transit, bicycle, or pedestrian facilities to be constructed.

a) Transit Enhanced Network

Fairfax Avenue is designated as a Moderate Transit Enhanced street - typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic. Multiple transit lines (local, Rapid and Rail) are available near – by to serve the future Project. The Project site is less than 750 feet from the intersection of Wilshire Boulevard and Fairfax Avenue, a major transit stop, which is an intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods

The nearest transit stop is Metro Line 217 at the corner of 8th Street and Fairfax Avenue. Other nearby transit routes include: two Metro lines (Routes 20 and 217), Rapid lines (Routes 720 and 780) and LADOT DASH Fairfax line.

Under construction is the Metro Purple Line Transit project which will provide a station on the southside of Wilshire Boulevard between Orange Avenue and Ogden Drive less than one-quarter mile away.

The proposed mixed-use development's proximity to transit minimizes automobile trips and to and from adjacent commercial and residential neighborhoods, thereby maximizing public infrastructure.

b) Bike Enhanced Network

No bike facilities are currently located along this segment of Fairfax Avenue, but Fairfax Avenue is identified as a potential future Tier 3 bike lane facility. A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

Tier 3 bicycle lanes on arterial roads like Fairfax Avenue with a striped separation are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035. The Project will not conflict with the implementation of Tier 3 bike lanes on Fairfax Avenue.

c) Pedestrian Enhanced District

Fairfax Avenue is identified in the pedestrian enhanced district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Pedestrian facilities such as the adjacent sidewalk on Fairfax Avenue will be widened 3 feet.

New parkway trees, expanded sidewalks, a new courtyard adjacent to Tom Bergin's restaurant, reduced driveway conflicts and ground level commercial are all Project features that will enhance the pedestrian experience. These pedestrian design features, and street trees encourages people to take trips on foot instead of by car. This also helps to reduce the volume of cars on the road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

d) Neighborhood Enhanced Network

8th Street is included in the Neighborhood Enhanced Network which is comprised of streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds providing added safety for pedestrians and bicyclists. The new street trees will be installed and the sidewalk adjacent to the Project on 8th Street will be widened 3 feet to enhance the neighborhood street.

3. High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic - related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

These segments of Fairfax Avenue and 8th Street are not part of the High Injury Network.

- Project Access Safety and Circulation Evaluation

Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements.

The delay-based analysis has been updated to evaluate if the modified Project would contribute to circulation and access deficiencies that require specific operational improvements. This updated analysis uses the same assumptions and methodology as the prior February 2020 study.

Consistent with the prior finding, the results of this updated analysis show that the modified Project will not create any significant circulation and access deficiencies. Definitions of the LOS grades in terms of vehicle delay are shown in Table 2.

Table 2
Level of Service Definitions

LOS	HCM (delay in seconds)	Operating Conditions
A	Less than 10	No loaded cycles and few are even close. No approach phase is fully utilized with no delay.
B	>10 to 20	A stable flow of traffic.
C	>20 to 35	Stable operation continues. Loading is intermittent. Occasionally drivers may have to wait more on red signal and backups may develop behind turning vehicles.
D	>35-55	Approaching instability. Delays may be lengthy during short time periods within the peak hour. Vehicles may be required to wait through more than one signal cycle.
E	>55 to 80	At or near capacity with possible long queues for left-turning vehicles. Full utilization of every signal cycle is seldom attained.
F	> 80	Gridlock conditions with stoppages of long duration.

The updated circulation deficiency evaluation has calculated the modified Project's traffic effect by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2024 study year. Future year traffic estimates include an annual growth rate of 1 % and related project traffic volume. Related project descriptions, project location and estimated 2024 traffic volume is provided in Attachment D. Intersections studied are listed below:

1. Fairfax Avenue and Wilshire Boulevard.
2. Fairfax Avenue and 8th Street / Del Valle Drive.
3. Fairfax Avenue and San Vicente Boulevard.
4. Fairfax Avenue and Olympic Boulevard; and
5. Olympic Boulevard and San Vicente Boulevard.

Modified Project Traffic Generation

The modified project's traffic generation has been updated to include the land use modifications using the same ITE 10th Edition traffic rates as the February 2020 approval.

Table 3A
Modified Project Traffic Generation

ITE			AM Peak Hour			PM Peak Hour		
Code	Description	Size	In	Out	Total	In	Out	Total
	Proposed Project							
221	Apartments mid-rise (per unit)	181 units	17	48	65	49	31	80
	Transit/Walk	15%	(3)	(7)	(10)	(7)	(5)	(12)
932	Restaurant (per 1,000 s.f.)	2,653 sf	14	12	26	16	10	26
	Transit/Walk	15%	(2)	(2)	(4)	(2)	(1)	(3)
	Pass By	20%	(2)	(2)	(4)	(3)	(2)	(5)
LADOT	Affordable Apartments (per unit)	28 units	5	9	14	5	5	10
	Street Traffic		29	58	87	58	38	96
	Driveway Traffic		31	60	91	61	40	101
	Existing							
220	Apartments	40 units	4	14	18	13	9	22
	Net Street Traffic		25	44	69	45	29	74
	Net Driveway Traffic		27	46	73	48	31	79

Below is Table 3B showing that the modified project reduces peak hour trips by 1 trip in the morning and 2 fewer afternoon peak hour trips.

Table 3B
Traffic Generation Comparison

Approved vs Modified Project Trip Generation Estimates

Use	Size		AM Peak Hour Trips		PM Peak Hour Trips	
	Approved	Modified	Approved	Modified	Approved	Modified
Apartments	181 units	No Change	55	55	68	68
Affordable	28 units	No Change	14	14	10	10
Restaurant	1,600 s.f	2,653 s.f.	11	18	11	18
Fast Food	750 s.f.	0	8	0	9	0
Existing	40 units	No Change	18	18	22	22
NET PROJECT TRIPS			70	69	76	74
Approved Project - Modified Project Trips			Less 1 AM Trip		Less 2 PM trips	

Project Trip Distribution

No changes have been made to the project traffic distribution or assignment. Figures 3 & 4 illustrate the 2020 existing traffic volume (traffic counts collected in May 2019 were expand by 1.5 % to reflect 2020 conditions) and project traffic and assignment, respectively.

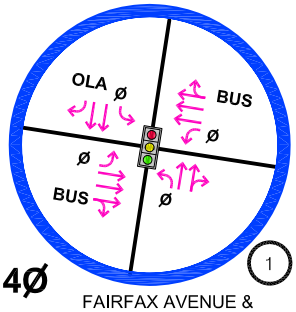
Analysis of Future Driveway Traffic Conditions

Future traffic volumes have been developed to analyze future traffic conditions after completion of the project. Traffic conditions at the proposed driveways on Fairfax Avenue and at 8th Street have been evaluated for future cumulative conditions as shown in the Table 4 below. As shown, the proposed driveways are expected to operate at LOS C or better.

Table 4
Traffic Conditions for Project Driveways

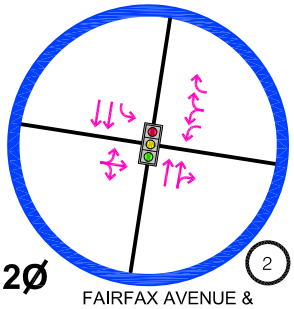
Intersection	Peak Hour	Future (2024) With Project	
		Delay	LOS
Fairfax Avenue & Project Driveway	AM	18.4	C
	PM	17.4	C
8th Street & Project Driveway	AM	14.9	B
	PM	17.4	C

LANE CONFIGURATION



4Ø

FAIRFAX AVENUE &
WILSHIRE BOULEVARD



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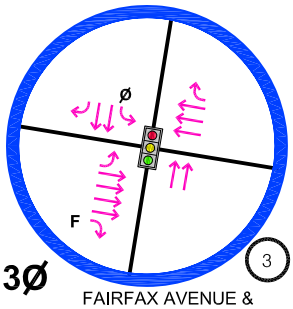
FAIRFAX AVENUE &
DEL VALLE DRIVE / 8TH STREET



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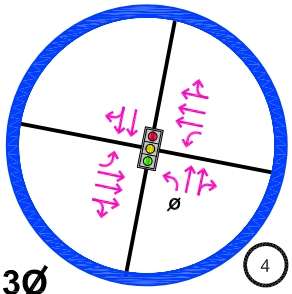

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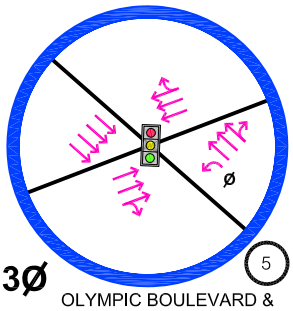

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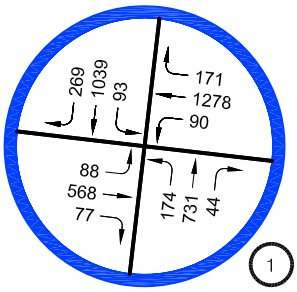
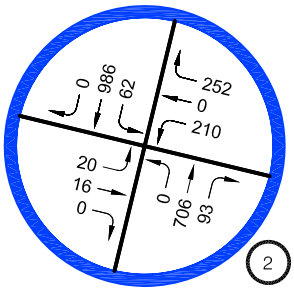
OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

AM PEAK HOUR TRAFFIC VOLUME



FAIRFAX AVENUE &
WILSHIRE BOULEVARD



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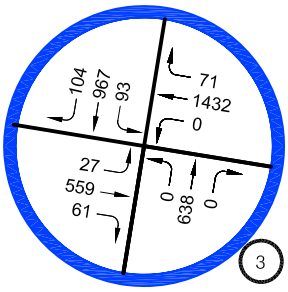
DEL VALLE DRIVE / 8TH STREET



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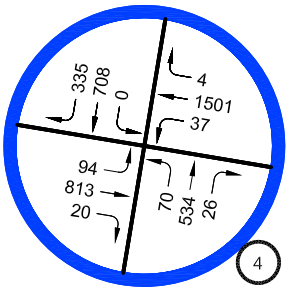
SAN VICENTE BOULEVARD



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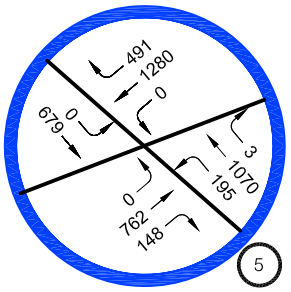
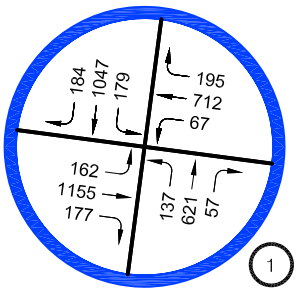
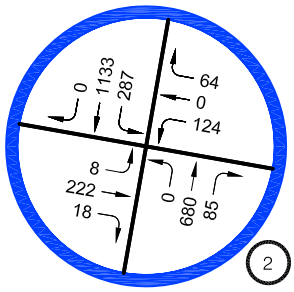


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

PM PEAK HOUR TRAFFIC VOLUME



FAIRFAX AVENUE &
WILSHIRE BOULEVARD



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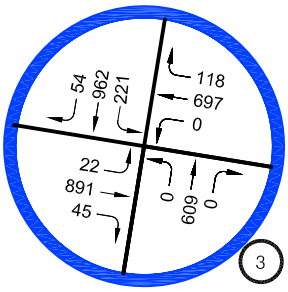

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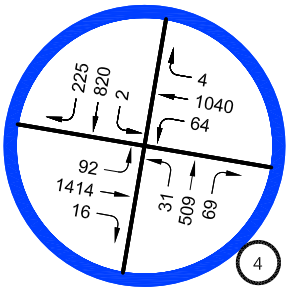
SAN VICENTE BOULEVARD



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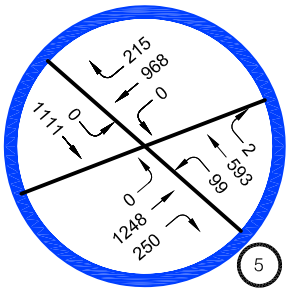


OLYMPIC BOULEVARD &
SAN VICENTE BOULEVARD

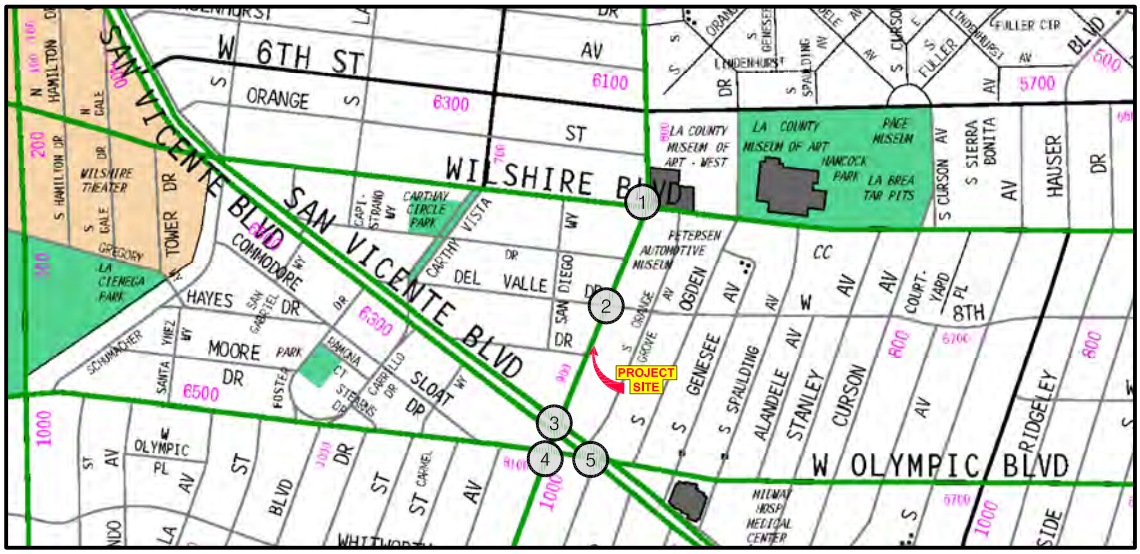
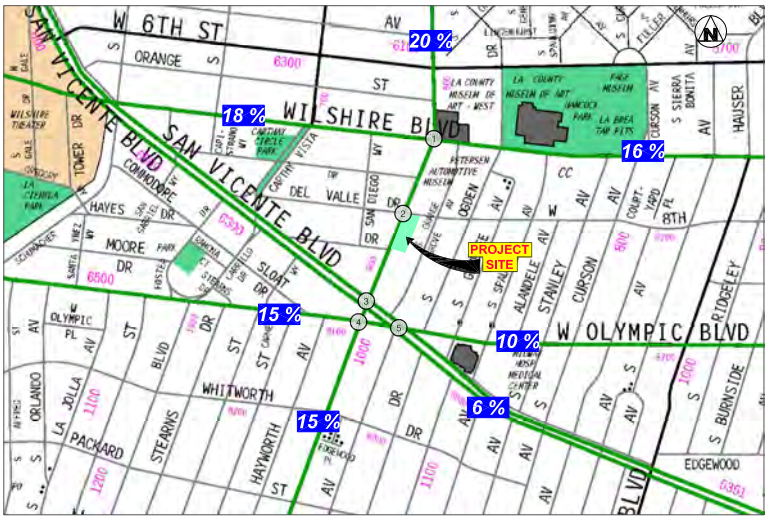


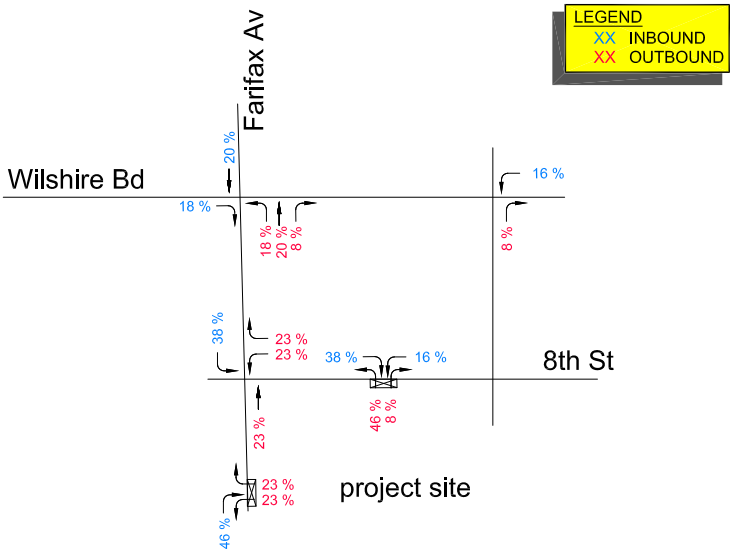
FIGURE 3

12/2020

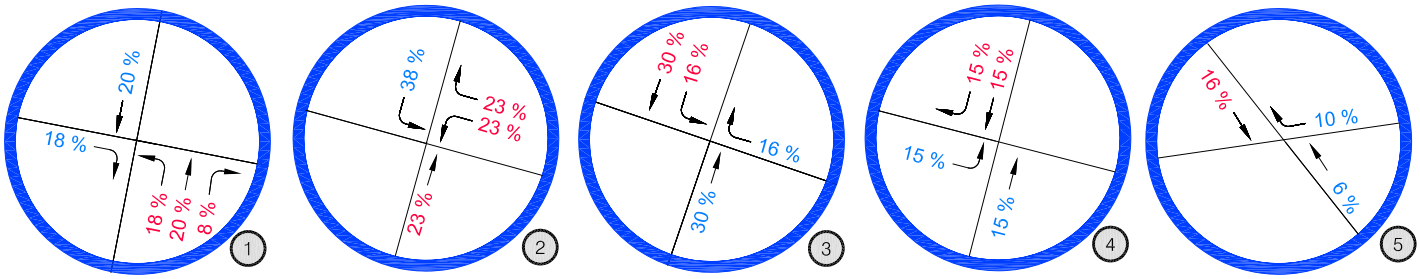
STUDY INTERSECTION LANE CONFIGURATIONS AND PEAK HOUR TRAFFIC VOLUME

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com





PROJECT TRIP DISTRIBUTION PERCENTAGES

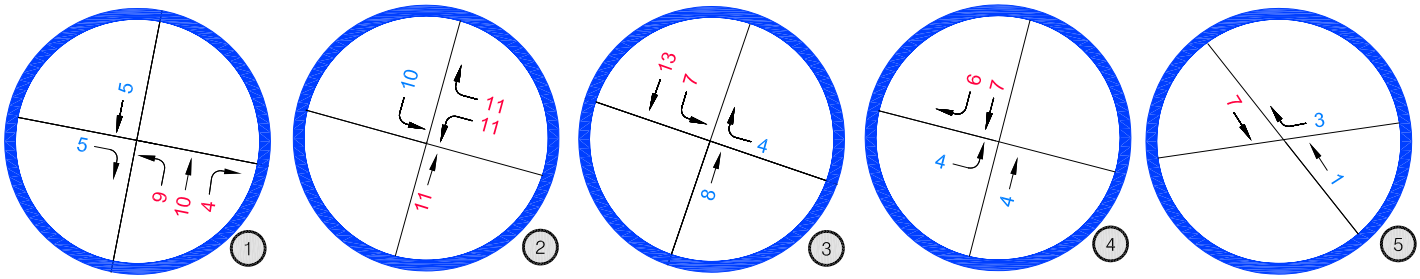


FAIRFAX AVENUE & WILSHIRE BOULEVARD | FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREERT | FAIRFAX AVENUE & SAN VICENTE BOULEVARD | FAIRFAX AVENUE & OLYMPIC BOULEVARD | OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

PROJECT TRIPS - In / (Out)

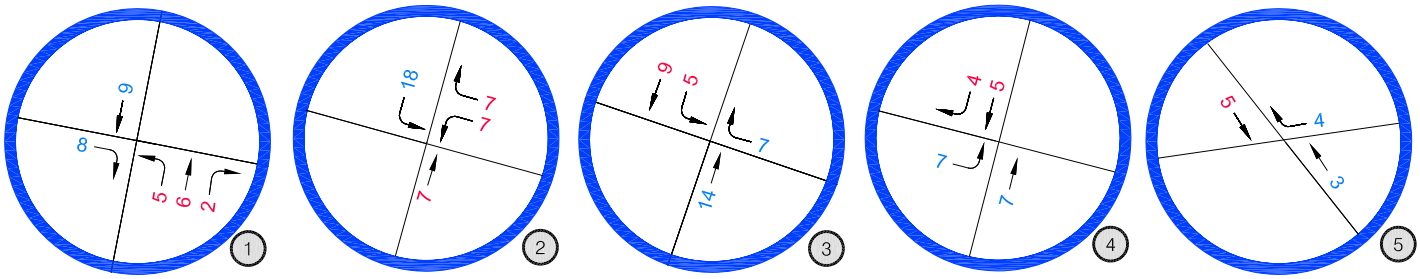
	NET ADJACENT AM PEAK HOUR TRIPS			NET ADJACENT PM PEAK HOUR TRIPS			NET STREET AM PEAK HOUR TRIPS			NET STREET PM PEAK HOUR TRIPS		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
	27	46	73	48	31	79	25	44	69	45	29	74

PROJECT AM PEAK HOUR TRAFFIC



FAIRFAX AVENUE & WILSHIRE BOULEVARD | FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREERT | FAIRFAX AVENUE & SAN VICENTE BOULEVARD | FAIRFAX AVENUE & OLYMPIC BOULEVARD | OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

PROJECT PM PEAK HOUR TRAFFIC



FAIRFAX AVENUE & WILSHIRE BOULEVARD | FAIRFAX AVENUE & DEL VALLE DRIVE / 8TH STREERT | FAIRFAX AVENUE & SAN VICENTE BOULEVARD | FAIRFAX AVENUE & OLYMPIC BOULEVARD | OLYMPIC BOULEVARD & SAN VICENTE BOULEVARD

FIGURE 4

12/2020

PROJECT PEAK HOUR TRAFFIC VOLUME DISTRIBUTION AND ASSIGNMENT

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 799 - 8423, otc@overlandtraffic.com

Analysis of Traffic Conditions Without and With the Modified Project

Existing and future traffic volumes without and with the modified Project have been updated to analyze traffic conditions after completion of the modified Project. The tables below show that the project's traffic will not significantly add to the circulation deficiencies in the area. Figure 5 illustrates the existing without and with the Project and Figure 6 shows the future without and with the Project.

Table 5
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing Delay	Existing LOS	Existing + Project Delay	Existing + Project LOS
1	Fairfax Avenue & Wilshire Boulevard	AM	85.6	F	86.0	F
		PM	69.8	E	70.5	E
2	Fairfax Avenue & 8th Street / Del Valle Dr	AM	8.7	A	9.4	A
		PM	15.3	B	18.3	B
3	Fairfax Avenue & San Vicente Boulevard	AM	20.9	C	21.1	C
		PM	24.3	C	24.3	C
4	Fairfax Avenue & Olympic Boulevard	AM	34.6	C	39.4	D
		PM	21.8	C	21.9	C
5	Olympic Boulevard & San Vicente Boulevard	AM	27.2	C	27.2	C
		PM	29.4	C	29.4	C

Table 6
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2024) Without Project Delay	Future (2024) Without Project LOS	Future (2024) With Project Delay	Future (2024) With Project LOS
1	Fairfax Avenue & Wilshire Boulevard	AM	105.5	F	106.2	F
		PM	93.7	F	95.7	F
2	Fairfax Avenue & 8th Street / Del Valle Dr	AM	9.8	A	10.1	B
		PM	22.1	C	26.8	C
3	Fairfax Avenue & San Vicente Boulevard	AM	21.7	C	21.9	C
		PM	24.7	C	24.7	C
4	Fairfax Avenue & Olympic Boulevard	AM	51.2	D	53.3	D
		PM	23.6	C	24.8	C
5	Olympic Boulevard & San Vicente Boulevard	AM	28.2	C	28.3	C
		PM	30.0	C	26.1	C

Safety Evaluation

Replacing three existing driveways on Fairfax Avenue with one driveway will improve access conditions and reduce the number of vehicle conflicts with pedestrians and other vehicles along Fairfax Avenue. A median left turn lane provides access from Fairfax Avenue. No access deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All parking is located on – site in a parking garage. It is anticipated that all loading will occur from within the parking garage where a valet loading area has been identified on the ground level. In addition, there is an existing passenger loading zone on Fairfax Avenue near the Tom Bergin's Tavern.

Construction Overview

As part of the project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The project's potential construction impacts may involve temporary construction activities within a roadway that would cause lane or street closures and a temporary loss of on - street parking. However, most of the construction activity would occur on – site.

Construction workers are typically expected to arrive at the project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed that truck hauling will be limited to off peak hours. As part of the project's required Construction Management plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no significant levels of construction worker and / or truck traffic should occur on the street system during the peak hours of traffic.

Temporary traffic impacts from construction may occur during the non - peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

Construction activities are expected to be contained within the existing project site. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

During demolition, truck traffic would be coming to and going from the project site throughout the day (except for peak hours), with truck staging occurring on - site through most of the construction period. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.

LADOT requires that construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work.

Caltrans Review

As part of this update, a Freeway Safety evaluation has been completed per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020. The purpose of this guidance memorandum is to provide interim guidance on the preparation of freeway safety analysis for land use proposals that are required by LADOT to prepare Transportation Assessments.

Caltrans District 7 requested that environmental analyses for new land use development projects include freeway off-ramp safety considerations. Specifically, it was requested that the City evaluate a development project effects on vehicle queuing on freeway off-ramps. In response, LADOT has developed the following criteria for a project freeway safety analysis to be included in Transportation Assessments for land development projects.

The initial step is to identify the number of project trips expected to be added to nearby freeway off-ramps serving the project site. If the project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential

queuing impacts. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

As shown in Figure 4, Project Peak Hour Traffic Volume Distribution and Assignment, project traffic at any freeway off-ramp will not exceed 25 peak hour trips because of the low traffic volume, project location and project distribution.

No further freeway safety analysis is necessary for the Project analysis using this guidance criteria.

Please call me if you have questions.

Sincerely,

Jerry T. Overland

Attachments

Attachment A - LADOT Approval Letter Prior Project (February 25, 2020)
Attachment B - Plans, Programs, Ordinances and Policy Consistency Worksheet
Attachment C - VMT Calculator Reports (VER 1.3 Update)
Attachment D - Related Project Information
Attachment E - Capacity Worksheets

ATTACHMENT A

LADOT APPROVAL LETTER PRIOR PROJECT
(February 25, 2020 DOT Case No. CEN 19-48898)

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

830 – 840 S Fairfax Avenue
DOT Case No. CEN 19-48898

Date: February 25, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 830 – 840 SOUTH FAIRFAX AVENUE (PAR-2019-6307-TOC)**

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Overland Traffic Consultants, Inc. for the proposed mixed-use project located at 830 – 840 South Fairfax Avenue. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of 181 residential units, 28 affordable housing units, 1,600 square feet of high-turnover sit-down restaurant, and 750 square feet of fast-food restaurant. The project site currently contains two apartment buildings which consists of 21 units and 19 units respectively, and an existing 3,829 square foot restaurant/lounge. The project frontage is along South Fairfax Avenue and West 8th Street. The project can be accessed via one driveway along West 8th Street and one driveway along South Fairfax Avenue as illustrated in **Attachment A**.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does**

exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-2.2 Substantially inducing additional automobile travel
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use

A Project's impacts per Thresholds T-2.1 and 2.2 are determined by using the VMT calculator and are discussed above. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc., the VMT projections for the proposed project are 6.0 and N/A for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section

16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

1. Construction Impacts
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Fairfax Avenue** has been designated as an Avenue II which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way and **8th Street** has been designated as a Collector which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Parking Requirements
   The traffic study indicated that the project would provide 239 automotive parking spaces in three levels of parking in which 38 parking spaces would be assigned to the commercial portion of the project and 201 parking spaces would be assigned to the residential units. The 38 parking spaces assigned to the commercial portion would replace the existing 23 parking spaces for Tom Bergin's. Approximately 146 bike spaces (130 long term and 16 short term spaces) are also planned. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with

DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

5. Development Review Fees
   An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

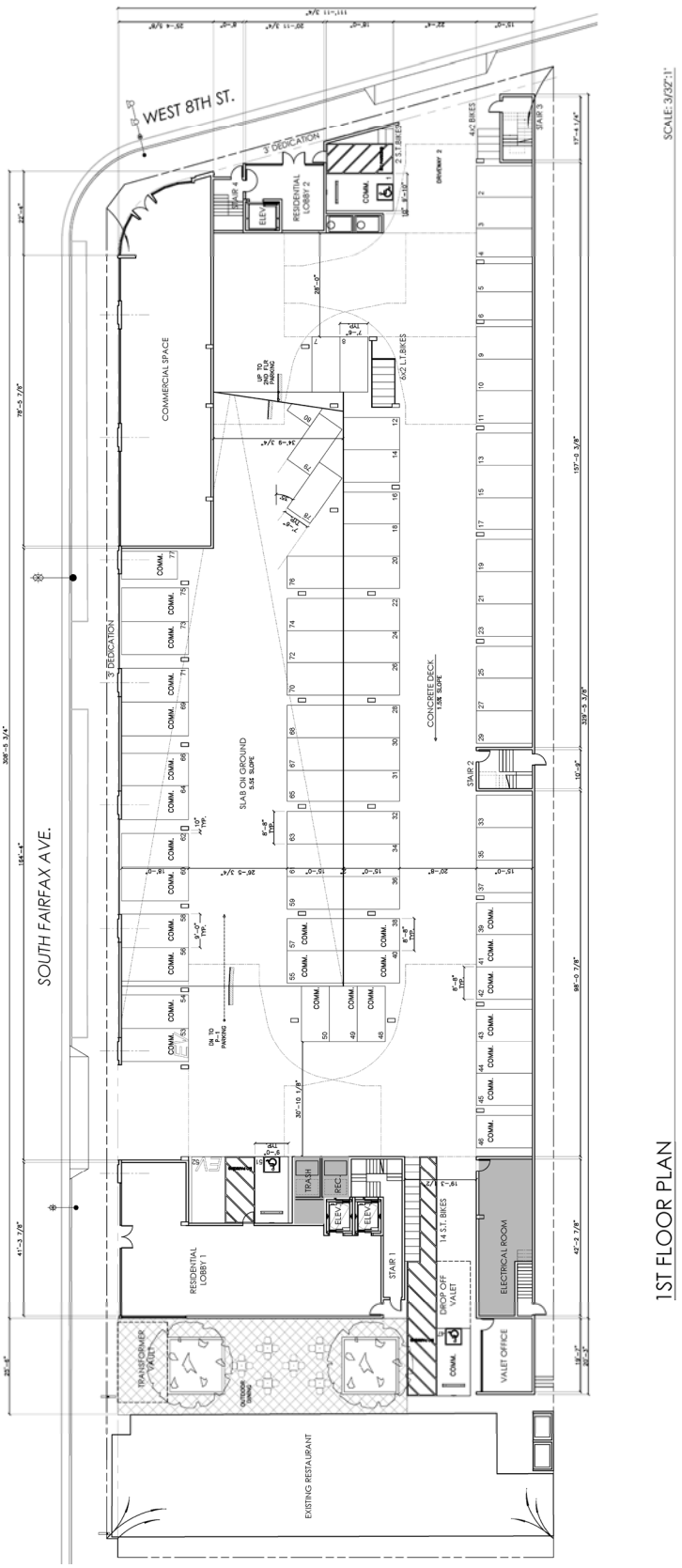
If you have any questions, please contact Kevin Arucan at (213) 972-4970.

Attachments

J:\Letters\2019\CEN19-48898_800 S Fairfax Ave_mu_vmt_ltr.docx

c: Meg Greenfield, Council District 4
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

ATTACHMENT A
CEN19-48898
830-840 S Fairfax Ave



SCALE: 3/32"=1'

PARKING COUNT | COMMERCIAL | RESIDENTIAL | TOTAL

1ST FLOOR PLAN

FIGURE 2a

11/2019

SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

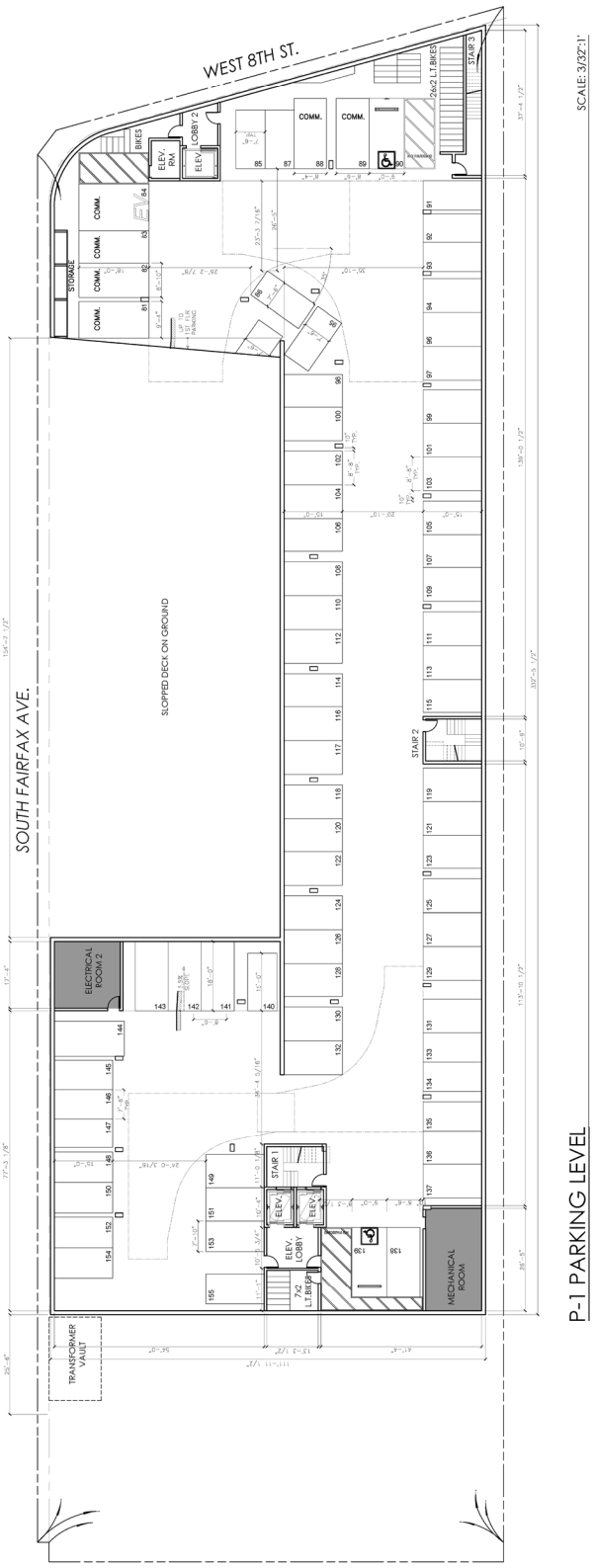


FIGURE 2b

11/2019

SITE PLAN
PARKING LEVEL P-1

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

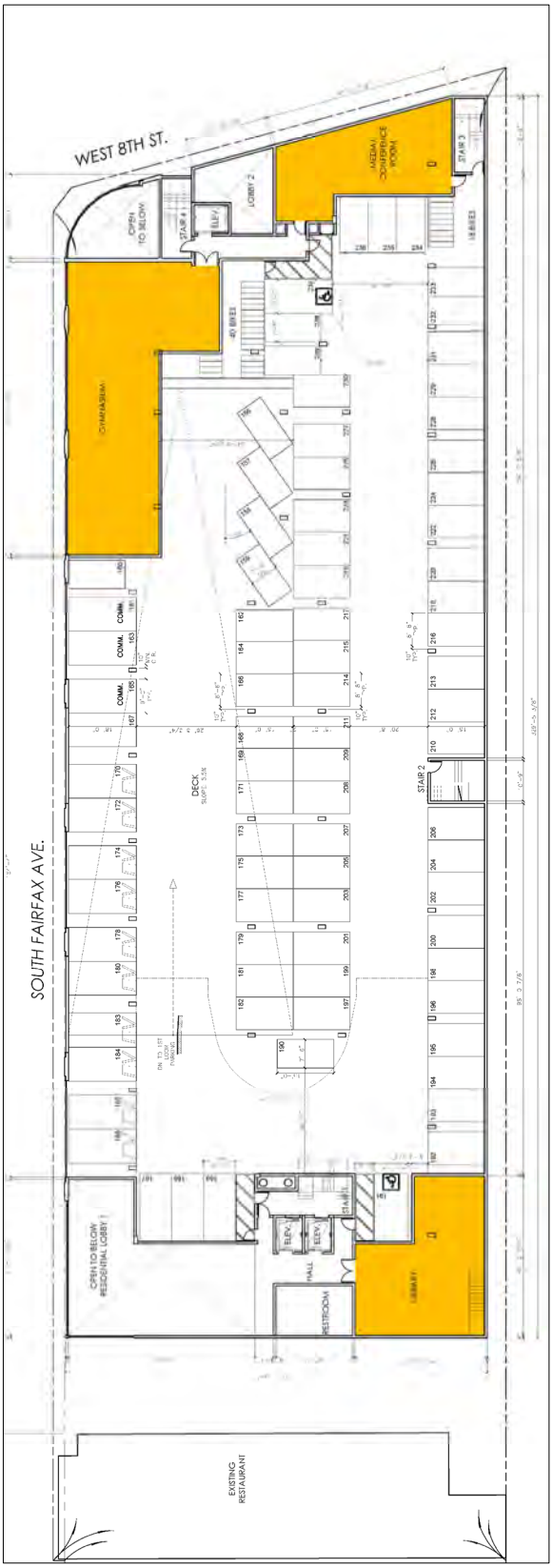


FIGURE 2c

11/2019

SITE PLAN
LEVEL 2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

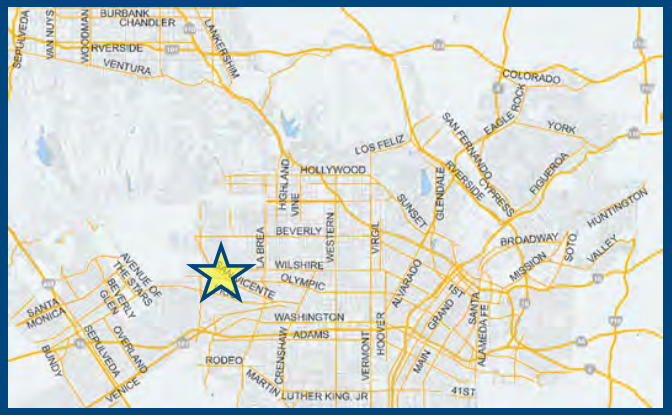
ATTACHMENT B
CEN19-48898
830-840 S Fairfax Ave

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S Fairfax Avenue
Scenario:
Address: 800 S FAIRFAX AVE, 90036



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

( ) Yes ( ) No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	40	DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
156 Daily Vehicle Trips	931 Daily Vehicle Trips
919 Daily VMT	5,663 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	775 Net Daily Trips
The net increase in daily VMT ≤ 0	4,744 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.350 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/20/2019

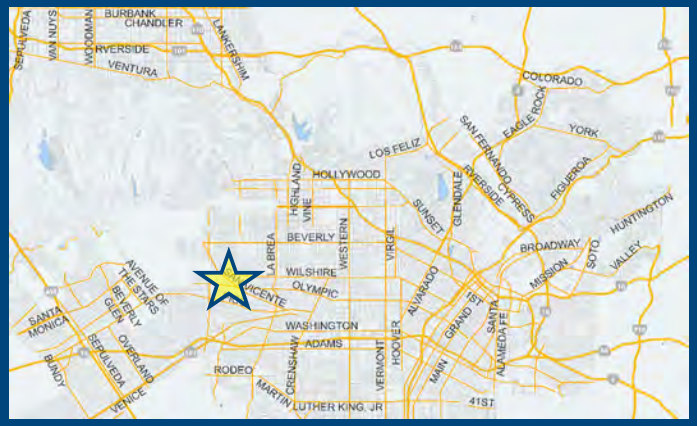
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 800 S Fairfax Avenue

Scenario:

Address: 800 S FAIRFAX AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	181	DU
Retail | High-Turnover Sit-Down Restaurant	1.6	ksf
Retail | Fast-Food Restaurant	0.75	ksf
Housing | Affordable Housing - Family	28	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☑ Proposed Prj ☐ Mitigation
293 city code parking provision for the project site
239 actual parking provision for the project site

Unbundle Parking
☑ Proposed Prj ☐ Mitigation
75 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
787 Daily Vehicle Trips	**787** Daily Vehicle Trips
4,815 Daily VMT	**4,815** Daily VMT
6.0 Household VMT per Capita	**6.0** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/20/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	181	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	1.600	ksf
	Fast-Food Restaurant	0.750	ksf
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

Analysis Results			
Total Employees: 11			
Total Population: 496			
Proposed Project		***With Mitigation***	
787	**Daily Vehicle Trips**	**787**	**Daily Vehicle Trips**
4,815	**Daily VMT**	**4,815**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	293	293
		Actual parking provision (spaces)	239	239
	Unbundle parking	Monthly cost for parking ($)	$75	$75
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute Program	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.				
Strategy Type		**Description**	**Proposed Project**	**Mitigations**
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	9%	9%	*0%*	*0%*	9%	9%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*
MAX. TDM EFFECT	*18%*	*18%*	*10%*	*10%*	*18%*	*18%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 20, 2019
Project Name: 800 S Fairfax Avenue
Project Scenario:
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	281	-27.8%	203	6.5	1,827	1,320
Home Based Other Production	752	-40.8%	445	5.2	3,910	2,314
Non-Home Based Other Production	43	-14.0%	37	7.3	314	270
Home-Based Work Attraction	17	-64.7%	6	8.0	136	48
Home-Based Other Attraction	234	-41.9%	136	7.0	1,638	952
Non-Home Based Other Attraction	118	-11.9%	104	7.3	861	759

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-17.9%	167	1,084	-17.9%	167	1,084
Home Based Other Production	-17.9%	365	1,900	-17.9%	365	1,900
Non-Home Based Other Production	-9.8%	33	244	-9.8%	33	244
Home-Based Work Attraction	-9.8%	5	43	-9.8%	5	43
Home-Based Other Attraction	-9.8%	123	859	-9.8%	123	859
Non-Home Based Other Attraction	-9.8%	94	685	-9.8%	94	685

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,984**	**2,984**
Total Home Based Work Attraction VMT	**43**	**43**
Total Home Based VMT Per Capita	**6.0**	**6.0**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 6
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2023) Without Project Delay	Future (2023) Without Project LOS	Future (2023) With Project Delay	Future (2023) With Project LOS
1	Fairfax Avenue &	AM	99.6	F	100.2	F
	Wilshire Boulevard	PM	86.7	F	87.5	F
2	Fairfax Avenue &	AM	9.6	A	9.8	A
	8th Street / Del Valle Dr	PM	19.4	B	23.6	C
3	Fairfax Avenue &	AM	21.4	C	21.6	C
	San Vicente Boulevard	PM	24.6	C	24.6	C
4	Fairfax Avenue &	AM	48.4	D	50.1	D
	Olympic Boulevard	PM	23.0	C	23.9	C
5	Olympic Boulevard &	AM	27.7	C	27.8	C
	San Vicente Boulevard	PM	29.7	C	31.2	C

ATTACHMENT B

PLANS, PROGRAMS, ORDINANCES AND POLICY CONSISTENCY WORKSHEET

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance, or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

- Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the General Plan?

  Yes

  The project requests TOC base incentives (density, floor area and parking) and on-menu incentives (yard reduction, open space, and transitional height).

- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

  No

- Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

  Yes

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 Classification Standards for Dedications and Improvements

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?

Yes, sidewalk and driveway construction

A.2 Is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?

Yes

A.3 Is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

Yes

A.4 Is the project applicant asking to waive from the dedication standards?

No

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Fairfax Avenue is north – south Avenue II street which calls for a 56 - foot roadway on 86 feet of right - of - way (28 - foot half roadway and 43 - foot half right - of - way). Fairfax Avenue is currently developed to a 30 - foot half roadway and 40 - foot half right - of - way. A 3-foot dedication but no street widening would be required adjacent to the project site.

8th Street is east – west Collector street which calls for a 40 - foot roadway on 66 feet of right - of - way (20 - foot half roadway and 33 - foot half right - of - way). Eight Street is currently developed to a 22 - foot half roadway and 30 - foot half right - of – way. According to the Mobility Element Street standards for 8th Street, a 3-foot dedication but no street widening would be required adjacent to the project site.

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro- mobility services?

No

B. Mobility Plan 2035 Policy Alignment with Project-Initiated Changes

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

No

Driveway Access

Mobility Plan 2035 Program PL.1. Driveway Access**.** Require driveway access to buildings from non-arterial streets or alleys (where feasible) to minimize interference with pedestrian access and vehicular movement.

Project is removing three existing driveways on Fairfax Avenue and one on 8th Street will be removed. New vehicle access to the parking garage will be provided via one driveway on Fairfax Avenue south of 8th Street and one driveway on 8th Street east of Fairfax Avenue.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Project is following Design Guideline 2 by reducing the number of existing driveways and maintain existing Fairfax Avenue access to Tom Bergin's Tavern.

Site Planning Best Practices:

- Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- Minimize both the number of driveway entrances and overall driveway widths.
- Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.
- Orient vehicular access as far from street intersections as possible.
- Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).

- Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.

Project is following Site Planning Best Practices

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following?

Yes, relocating one driveway on Fairfax Avenue to maintain access to Tom Bergin's Tavern.

- Locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- Locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- The total number of new driveways exceeds 1 driveway per every 200 feet along on the Avenue or Boulevard frontage, or
- Locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- Locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- Locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Project is following Driveway Design Guidelines

Impact Analysis

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

No

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

No

C. Network Access

C. 1 Alley, Street and Stairway Access

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

No

C.2 New Cul-de-sacs

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

N/A

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

N/A

D. Parking Supply and Transportation Demand Management

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

No

D.2 Would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g., parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

No

D.3 Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes

D.4 Does the Project include more than 25,000 square feet of gross floor area construction of new non- residential gross floor?

No

D.5 Does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

N/A

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project apply one the City's efficiency-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

Yes

Does the Project or Plan result in a significant VMT impact?

No

E.2 Does the Project result in a net increase in VMT?

Yes

The Project generates a net increase in 5,031 Daily VMT (existing 1,078 VMT – 6,109 VMT).

Further evaluation to determine by the VMT Calculator shows the Project would be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. The Project VMT analysis demonstrates no significant transportation impact by applying an efficiency-based impact threshold (i.e., VMT per capita) in the impact analysis. Less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

ATTACHMENT C

VMT CALCULATOR REPORTS (VER 1.3 UPDATE)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

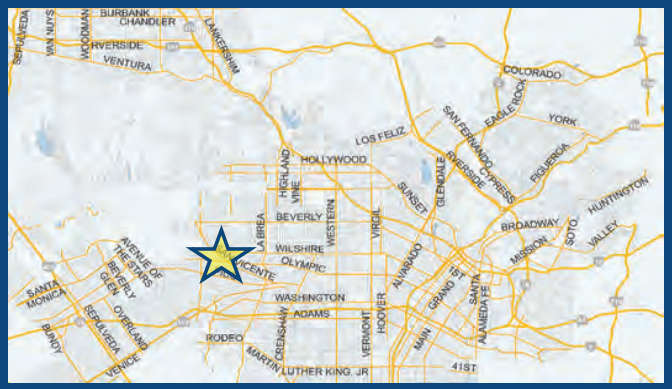
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S. Fairfax Avenue

Scenario: December 2020 supplemental update

Address: 800 S FAIRFAX AVE, 90036



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	40	DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2.653	ksf
Housing | Multi-Family	181	DU
Housing | Affordable Housing - Family	28	DU
Retail | High-Turnover Sit-Down Restaurant	2.653	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
169 Daily Vehicle Trips	1,035 Daily Vehicle Trips
1,078 Daily VMT	6,803 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	866 Net Daily Trips
The net increase in daily VMT ≤ 0	5,725 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.653 ksf

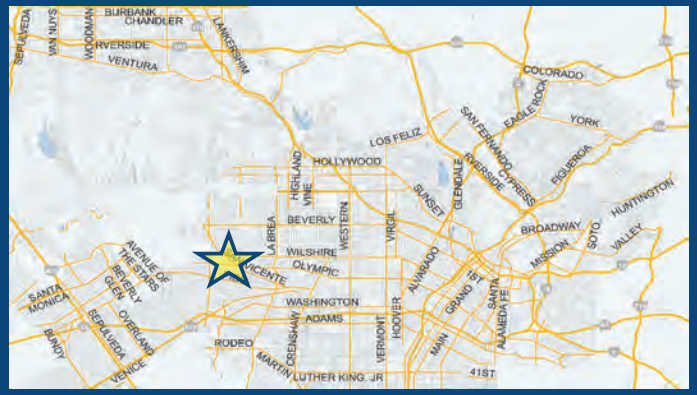
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 800 S. Fairfax Avenue
Scenario: December 2020 supplemental update
Address: 800 S FAIRFAX AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	181	DU
Housing | Affordable Housing - Family	28	DU
Retail | High-Turnover Sit-Down Restaurant	2.653	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
930 Daily Vehicle Trips	**930** Daily Vehicle Trips
6,109 Daily VMT	**6,109** Daily VMT
4.4 Household VMT per Capita	**4.4** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/9/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	181	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.653	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

BLANK

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

Analysis Results			
Total Employees: 11 Total Population: 496			
Proposed Project		***With Mitigation***	
930	**Daily Vehicle Trips**	**930**	**Daily Vehicle Trips**
6,109	**Daily VMT**	**6,109**	**Daily VMT**
4.4	**Household VMT per Capita**	**4.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	296	296
		Actual parking provision (spaces)	239	239
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*
MAX. TDM EFFECT	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	186	-18.3%	152	6.2	1,153	942
Home Based Other Production	515	-40.8%	305	4.9	2,524	1,495
Non-Home Based Other Production	289	-5.9%	272	7.6	2,196	2,067
Home-Based Work Attraction	15	-53.3%	7	8.0	120	56
Home-Based Other Attraction	358	-44.4%	199	7.3	2,613	1,453
Non-Home Based Other Attraction	107	-6.5%	100	7.9	845	790

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-10.2%	137	846	-10.2%	137	846
Home Based Other Production	-10.2%	274	1,343	-10.2%	274	1,343
Non-Home Based Other Production	-10.2%	244	1,856	-10.2%	244	1,856
Home-Based Work Attraction	-10.2%	6	50	-10.2%	6	50
Home-Based Other Attraction	-10.2%	179	1,305	-10.2%	179	1,305
Non-Home Based Other Attraction	-10.2%	90	709	-10.2%	90	709

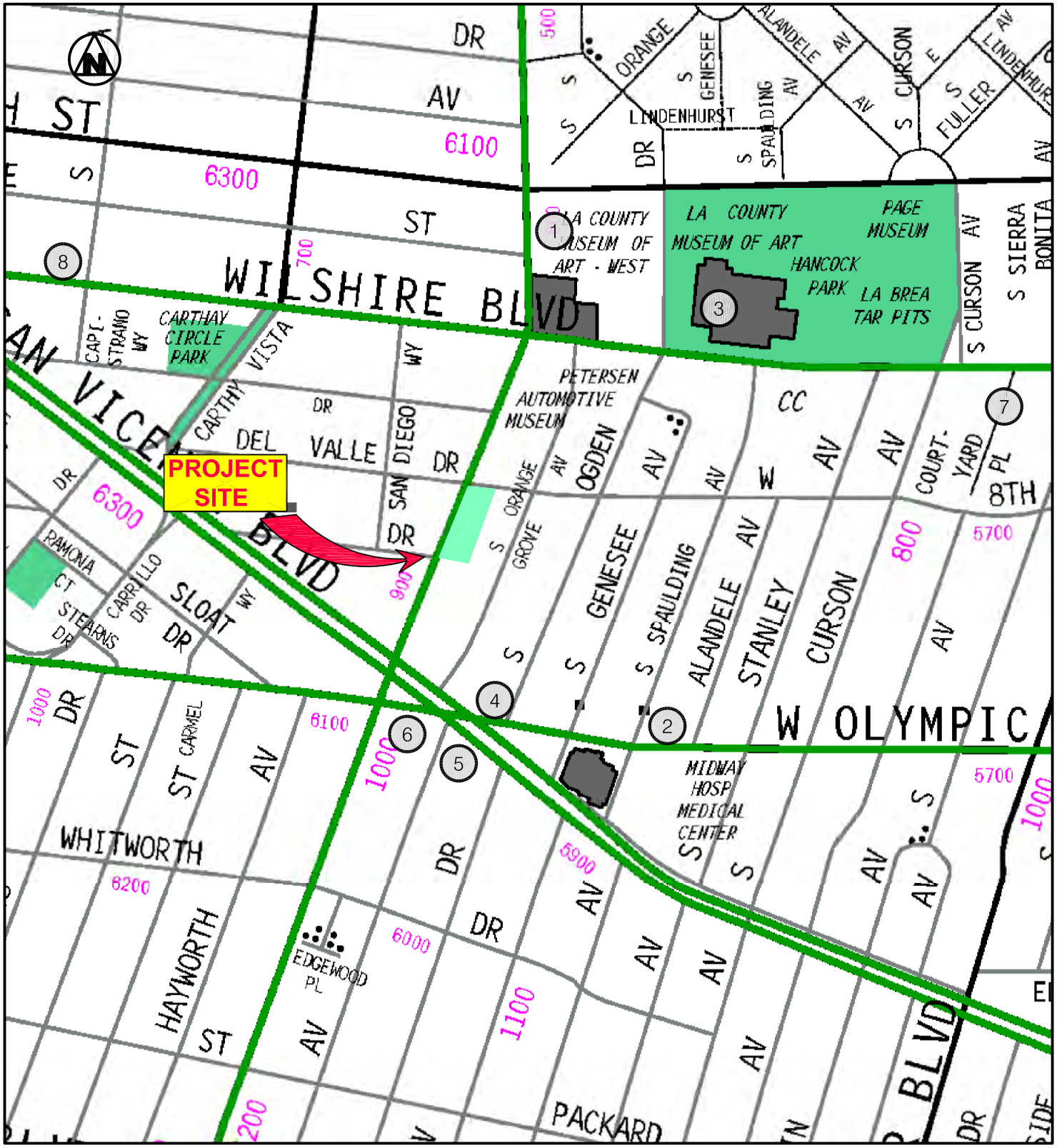
MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,189**	**2,189**
Total Home Based Work Attraction VMT	**50**	**50**
Total Home Based VMT Per Capita	**4.4**	**4.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**

ATTACHMENT D

RELATED PROJECT INFORMATION



12/2020

RELATED PROJECTS LOCATION MAP

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, otc@overlandtraffic.com

RELATED PROJECT LIST
830 Fairfax Avenue

RELATED PROJECT TRAFFIC GENERATION

No.	Project	Use	Size	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Academy Musuem of Motion Pictures	visitors	5,000	6067 Wilshire Boulevard	2,763	251	176	428	61	263	324
		employees	135								
		store	3,000 sf								
		restaurant	6,000 sf								
2	Residential	apartments	48 Units	5891 Olympic Boulevard	326	4	14	18	13	8	21
3	LACMA Renovations	museum	less 24,571 sf	5905 Wilshire Boulevard	668	43	2	45	15	53	68
4	Mixed - Use	apartments	51 Units	6001 Olympic Boulevard	99	6	13	19	5	-2	3
		affordable	6 Units								
		restaurant	1,596 sf								
5	Acute Care	hospital	47,036 sf	6000 San Vicente Boulevard	392	14	7	21	8	15	23
6	Mixed-Use	apartments	108 Units	6052-66 Olympic Boulevard	net reduction less commercial and restaurants						
		affordable	12 Units								
		restaurant	3,152 sf								
7	Mixed-Use	added office	1,250,885 sf	5700 Wilshire Boulevard	1,586	104	18	122	37	119	156
		added commercial	86,677 sf	(assume 10% year 2024)							
8	Mixed-Use	apartments	112 Units	6401 Wilshire Boulevard	691	11	29	40	33	26	59
		commercial	5,110 sf								

ATTACHMENT E

CAPACITY WORKSHEETS

DRIVEWAY LOS WORKSHEETS

HCS7 Two-Way Stop-Control Report

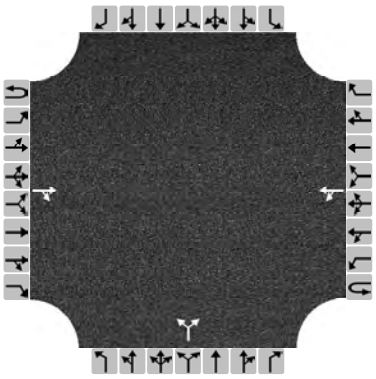
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/2020
Analysis Year	2024
Time Analyzed	am peak hour future
Intersection Orientation	East-West
Project Description	830 Fairfax

Site Information

Intersection	8th Street driveway
Jurisdiction	la
East/West Street	8th Street
North/South Street	8th Street driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			492	10		4	193			21		4				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4					27					
Capacity, c (veh/h)						1017					391					
v/c Ratio						0.00					0.07					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						8.6					14.9					
Level of Service, LOS						A					B					
Approach Delay (s/veh)						0.2					14.9					
Approach LOS											B					

HCS7 Two-Way Stop-Control Report

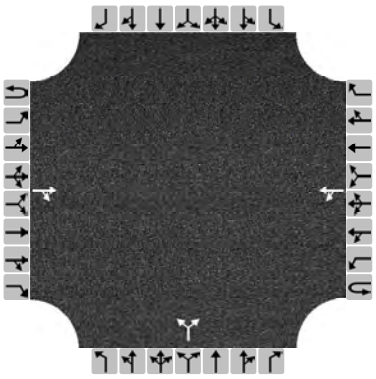
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/2020
Analysis Year	2024
Time Analyzed	pm peak hour future
Intersection Orientation	East-West
Project Description	830 Fairfax

Site Information

Intersection	8th Street driveway
Jurisdiction	la
East/West Street	8th Street
North/South Street	8th Street driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			622	18		8	213			14		3				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No				No		
Median Type/Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					18					
Capacity, c (veh/h)						894					309					
v/c Ratio						0.01					0.06					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
Control Delay (s/veh)						9.1					17.4					
Level of Service, LOS						A					C					
Approach Delay (s/veh)						0.4					17.4					
Approach LOS											C					

HCS7 Two-Way Stop-Control Report

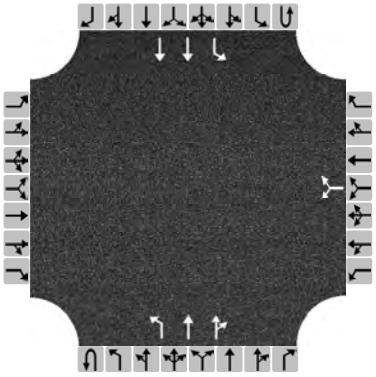
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/2020
Analysis Year	2024
Time Analyzed	am peak hour future
Intersection Orientation	North-South
Project Description	830 Fairfax

Site Information

Intersection	Fairfax Avenue driveway
Jurisdiction	la
East/West Street	Fairfax Driveway
North/South Street	Fairfax Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	2	0	0	1	2	0
Configuration							LR			L	T	TR		L	T	
Volume, V (veh/h)						11		11		0	912	13		0	1307	
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							24			0				0		
Capacity, c (veh/h)							292			470				679		
v/c Ratio							0.08			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.3			0.0				0.0		
Control Delay (s/veh)							18.4			12.7				10.3		
Level of Service, LOS							C			B				B		
Approach Delay (s/veh)						18.4				0.0				0.0		
Approach LOS						C										

HCS7 Two-Way Stop-Control Report

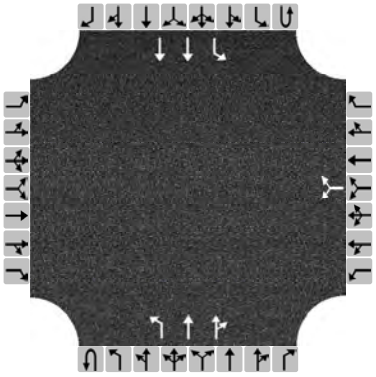
General Information

Analyst	jto
Agency/Co.	otc
Date Performed	12/2020
Analysis Year	2024
Time Analyzed	pm peak hour future
Intersection Orientation	North-South
Project Description	830 Fairfax

Site Information

Intersection	Fairfax Avenue driveway
Jurisdiction	la
East/West Street	Fairfax Driveway
North/South Street	Fairfax Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	1	2	0	0	1	2	0
Configuration							LR			L	T	TR		L	T	
Volume, V (veh/h)						7		7		0	821	22		0	1426	
Percent Heavy Vehicles (%)						3		3		3				3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							15			0				0		
Capacity, c (veh/h)							306			419				734		
v/c Ratio							0.05			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.2			0.0				0.0		
Control Delay (s/veh)							17.4			13.6				9.9		
Level of Service, LOS							C			B				A		
Approach Delay (s/veh)						17.4				0.0				0.0		
Approach LOS						C										

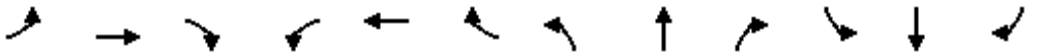
INTERSECTION LOS WORKSHEETS

EXISTING HCS WORKSHEETS

EXISTING AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020



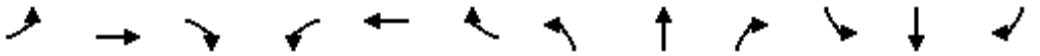
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	568	77	90	1278	171	174	731	44	93	1039	269
Future Volume (veh/h)	88	568	77	90	1278	171	174	731	44	93	1039	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	617	84	98	1389	186	189	795	48	101	1129	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	998	392	321	999	393	252	1019	62	129	1050	534
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.08	0.30	0.30	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1397	1781	3554	1396	1781	3387	204	1781	3554	1463
Grp Volume(v), veh/h	96	617	84	98	1389	186	189	417	426	101	1129	292
Grp Sat Flow(s),veh/h/ln	1781	1777	1397	1781	1777	1396	1781	1777	1814	1781	1777	1463
Q Serve(g_s), s	2.4	9.7	2.9	2.4	18.0	7.1	4.8	13.7	13.7	3.6	18.9	10.2
Cycle Q Clear(g_c), s	2.4	9.7	2.9	2.4	18.0	7.1	4.8	13.7	13.7	3.6	18.9	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	226	998	392	321	999	393	252	535	546	129	1050	534
V/C Ratio(X)	0.42	0.62	0.21	0.31	1.39	0.47	0.75	0.78	0.78	0.78	1.08	0.55
Avail Cap(c_a), veh/h	252	999	393	346	999	393	252	535	546	139	1050	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.0	17.6	15.4	23.0	19.1	16.8	20.4	20.4	29.2	22.5	16.4
Incr Delay (d2), s/veh	1.3	1.2	0.3	0.5	181.6	0.9	11.0	10.0	9.8	23.0	50.4	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.9	0.9	1.0	32.1	2.2	2.5	6.7	6.8	2.3	14.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.2	17.9	15.9	204.6	20.0	27.9	30.4	30.2	52.2	72.9	20.4
LnGrp LOS	B	C	B	B	F	B	C	C	C	D	F	C
Approach Vol, veh/h		797			1673			1032			1522	
Approach Delay, s/veh		20.5			173.0			29.9			61.5	
Approach LOS		C			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	23.8	8.6	22.5	9.5	23.4	8.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.6	15.7	4.4	11.7	6.8	20.9	4.4	20.0
Green Ext Time (p_c), s	0.0	1.2	0.0	2.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	85.6
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	16	0	210	0	252	0	706	93	62	986	0
Future Volume (vph)	20	16	0	210	0	252	0	706	93	62	986	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.90	0.85		0.98		1.00	1.00	
Flt Protected		0.97		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809		1681	1482	1478		3477		1752	3539	
Flt Permitted		0.80		0.73	0.89	1.00		1.00		0.30	1.00	
Satd. Flow (perm)		1485		1295	1335	1478		3477		549	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	0	228	0	274	0	767	101	67	1072	0
RTOR Reduction (vph)	0	0	0	0	65	65	0	17	0	0	0	0
Lane Group Flow (vph)	0	39	0	173	102	97	0	851	0	67	1072	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		10.8		10.8	10.8	10.8		25.2		25.2	25.2	
Effective Green, g (s)		10.8		10.8	10.8	10.8		25.2		25.2	25.2	
Actuated g/C Ratio		0.24		0.24	0.24	0.24		0.56		0.56	0.56	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		356		310	320	354		1947		307	1981	
v/s Ratio Prot								0.24			c0.30	
v/s Ratio Perm		0.03		c0.13	0.08	0.07				0.12		
v/c Ratio		0.11		0.56	0.32	0.28		0.44		0.22	0.54	
Uniform Delay, d1		13.3		15.0	14.1	13.9		5.8		5.0	6.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		2.2	0.6	0.4		0.7		1.6	1.1	
Delay (s)		13.5		17.2	14.7	14.3		6.5		6.6	7.3	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		13.5			15.4			6.5			7.3	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

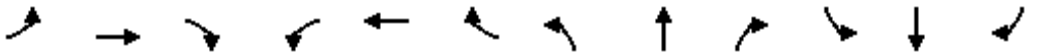
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	638	0	93	967	104	27	559	61	0	1432	71
Future Volume (veh/h)	0	638	0	93	967	104	27	559	61	0	1432	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	693	0	101	1051	113	29	608	66	0	1557	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1382	0	128	1797	777	116	2602	641	0	2065	628
Arrive On Green	0.00	0.78	0.00	0.07	0.51	0.51	0.40	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	3741	0	1781	3554	1538	307	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	693	0	101	1051	113	29	608	66	0	1557	77
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1538	307	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	7.1	0.0	5.6	20.8	3.9	8.9	6.2	2.6	0.0	26.1	3.1
Cycle Q Clear(g_c), s	0.0	7.1	0.0	5.6	20.8	3.9	35.1	6.2	2.6	0.0	26.1	3.1
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1382	0	128	1797	777	116	2602	641	0	2065	628
V/C Ratio(X)	0.00	0.50	0.00	0.79	0.58	0.15	0.25	0.23	0.10	0.00	0.75	0.12
Avail Cap(c_a), veh/h	0	1382	0	187	1797	777	135	2992	737	0	2374	722
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.85	0.85	0.85	1.00	1.00	1.00	0.00	0.84	0.84
Uniform Delay (d), s/veh	0.0	7.6	0.0	45.7	17.4	13.2	40.5	19.6	18.5	0.0	25.5	18.7
Incr Delay (d2), s/veh	0.0	1.1	0.0	11.3	1.2	0.3	1.1	0.0	0.1	0.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	0.0	2.9	8.4	1.4	0.7	2.3	1.0	0.0	10.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.6	0.0	56.9	18.5	13.5	41.7	19.6	18.6	0.0	26.5	18.7
LnGrp LOS	A	A	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		693			1265			703			1634	
Approach Delay, s/veh		8.6			21.2			20.4			26.2	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.7	43.4		44.9		55.1		44.9				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	29.0		46.5		44.0		46.5				
Max Q Clear Time (g_c+I1), s	7.6	9.1		37.1		22.8		28.1				
Green Ext Time (p_c), s	0.1	4.8		3.4		8.4		11.3				

Intersection Summary			
HCM 6th Ctrl Delay		20.9	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	813	20	37	1501	4	70	534	26	0	708	335
Future Volume (veh/h)	94	813	20	37	1501	4	70	534	26	0	708	335
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	102	884	22	40	1632	4	76	580	28	0	770	364
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	159	2584	64	318	2656	7	89	1392	67	0	717	338
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.05	0.41	0.41	0.00	0.62	0.62
Sat Flow, veh/h	307	5117	127	613	5258	13	1781	3438	166	0	2405	1090
Grp Volume(v), veh/h	102	588	318	40	1056	580	76	299	309	0	591	543
Grp Sat Flow(s),veh/h/ln	307	1702	1840	613	1702	1867	1781	1777	1827	0	1777	1625
Q Serve(g_s), s	28.2	10.3	10.4	4.2	22.3	22.3	4.2	12.1	12.1	0.0	31.0	31.0
Cycle Q Clear(g_c), s	50.5	10.3	10.4	14.5	22.3	22.3	4.2	12.1	12.1	0.0	31.0	31.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.67
Lane Grp Cap(c), veh/h	159	1719	929	318	1719	943	89	720	740	0	551	504
V/C Ratio(X)	0.64	0.34	0.34	0.13	0.61	0.61	0.85	0.42	0.42	0.00	1.07	1.08
Avail Cap(c_a), veh/h	159	1719	929	318	1719	943	89	720	740	0	551	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00	0.00	0.77	0.77
Uniform Delay (d), s/veh	38.0	14.8	14.8	19.2	17.8	17.8	47.1	21.3	21.3	0.0	19.0	19.0
Incr Delay (d2), s/veh	8.5	0.1	0.2	0.1	0.3	0.5	51.0	1.8	1.7	0.0	55.1	57.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.9	4.2	0.6	8.4	9.2	3.1	5.3	5.4	0.0	15.3	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	14.9	15.0	19.2	18.1	18.3	98.2	23.1	23.0	0.0	74.1	76.9
LnGrp LOS	D	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		1008			1676			684			1134	
Approach Delay, s/veh		18.2			18.2			31.4			75.4	
Approach LOS		B			B			C			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		45.0		55.0	9.5	35.5		55.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		40.0		50.5	5.0	30.5		50.5				
Max Q Clear Time (g_c+I1), s		14.1		52.5	6.2	33.0		24.3				
Green Ext Time (p_c), s		3.9		0.0	0.0	0.0		14.2				

Intersection Summary												
HCM 6th Ctrl Delay			34.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	762	148	0	1280	491	0	679	0	195	1070	3
Future Volume (veh/h)	0	762	148	0	1280	491	0	679	0	195	1070	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	828	161	0	1391	534	0	738	0	212	1163	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1912	369	0	1623	615	0	1793	0	247	2432	6
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.28	0.00	0.14	0.46	0.46
Sat Flow, veh/h	0	4440	824	0	3796	1373	0	6958	0	1781	5258	14
Grp Volume(v), veh/h	0	658	331	0	1304	621	0	738	0	212	753	413
Grp Sat Flow(s),veh/h/ln	0	1702	1692	0	1702	1597	0	1609	0	1781	1702	1868
Q Serve(g_s), s	0.0	13.3	13.4	0.0	34.3	35.2	0.0	9.3	0.0	11.6	15.3	15.3
Cycle Q Clear(g_c), s	0.0	13.3	13.4	0.0	34.3	35.2	0.0	9.3	0.0	11.6	15.3	15.3
Prop In Lane	0.00		0.49	0.00		0.86	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1523	757	0	1523	715	0	1793	0	247	1574	864
V/C Ratio(X)	0.00	0.43	0.44	0.00	0.86	0.87	0.00	0.41	0.00	0.86	0.48	0.48
Avail Cap(c_a), veh/h	0	1583	787	0	1583	743	0	1793	0	347	1574	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.00	1.00	1.00	0.00	0.97	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	19.0	0.0	24.7	25.0	0.0	29.4	0.0	42.1	18.5	18.5
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	4.7	10.5	0.0	0.7	0.0	14.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.2	0.0	14.2	14.8	0.0	3.7	0.0	6.0	6.1	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.1	19.3	0.0	29.5	35.5	0.0	30.1	0.0	56.0	19.6	20.4
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	B	C
Approach Vol, veh/h		989			1925			738			1378	
Approach Delay, s/veh		19.2			31.4			30.1			25.5	
Approach LOS		B			C			C			C	

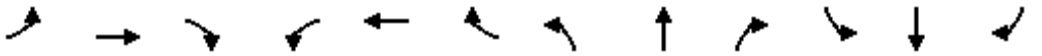
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.8		49.2	18.4	32.4		49.2				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		44.0		46.5	19.5	20.0		46.5				
Max Q Clear Time (g_c+I1), s		17.3		15.4	13.6	11.3		37.2				
Green Ext Time (p_c), s		9.1		7.9	0.3	3.3		7.6				

Intersection Summary		
HCM 6th Ctrl Delay		27.2
HCM 6th LOS		C

EXISTING + PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	568	82	90	1278	171	183	741	48	93	1044	269
Future Volume (veh/h)	88	568	82	90	1278	171	183	741	48	93	1044	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.97		0.88	1.00		0.93	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	617	89	98	1389	186	199	805	52	101	1135	292
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	998	392	321	999	393	252	1014	66	129	1050	534
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.08	0.30	0.30	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1397	1781	3554	1396	1781	3370	218	1781	3554	1463
Grp Volume(v), veh/h	96	617	89	98	1389	186	199	424	433	101	1135	292
Grp Sat Flow(s),veh/h/ln	1781	1777	1397	1781	1777	1396	1781	1777	1811	1781	1777	1463
Q Serve(g_s), s	2.4	9.7	3.1	2.4	18.0	7.1	5.0	14.0	14.0	3.6	18.9	10.2
Cycle Q Clear(g_c), s	2.4	9.7	3.1	2.4	18.0	7.1	5.0	14.0	14.0	3.6	18.9	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	226	998	392	321	999	393	252	535	545	129	1050	534
V/C Ratio(X)	0.42	0.62	0.23	0.31	1.39	0.47	0.79	0.79	0.79	0.78	1.08	0.55
Avail Cap(c_a), veh/h	252	999	393	345	999	393	252	535	545	139	1050	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.0	17.7	15.4	23.0	19.1	17.0	20.5	20.5	29.2	22.5	16.4
Incr Delay (d2), s/veh	1.3	1.2	0.3	0.5	181.6	0.9	14.5	10.7	10.5	23.0	52.4	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.9	1.0	1.0	32.1	2.2	2.8	6.9	7.0	2.3	14.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	21.2	18.0	15.9	204.6	20.0	31.5	31.2	31.1	52.2	75.0	20.4
LnGrp LOS	B	C	B	B	F	B	C	C	C	D	F	C
Approach Vol, veh/h		802			1673			1056			1528	
Approach Delay, s/veh		20.5			173.0			31.2			63.0	
Approach LOS		C			F			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	23.8	8.6	22.5	9.5	23.4	8.6	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	5.6	16.0	4.4	11.7	7.0	20.9	4.4	20.0
Green Ext Time (p_c), s	0.0	1.0	0.0	2.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.0
HCM 6th LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	16	0	221	0	263	0	717	93	72	986	0
Future Volume (vph)	20	16	0	221	0	263	0	717	93	72	986	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.90	0.85		0.98		1.00	1.00	
Flt Protected		0.97		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809		1681	1483	1478		3478		1753	3539	
Flt Permitted		0.81		0.73	0.89	1.00		1.00		0.28	1.00	
Satd. Flow (perm)		1506		1295	1343	1478		3478		523	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	0	240	0	286	0	779	101	78	1072	0
RTOR Reduction (vph)	0	0	0	0	60	60	0	18	0	0	0	0
Lane Group Flow (vph)	0	39	0	182	115	109	0	862	0	78	1072	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.3		12.3	12.3	12.3		23.7		23.7	23.7	
Effective Green, g (s)		12.3		12.3	12.3	12.3		23.7		23.7	23.7	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		411		353	367	403		1831		275	1863	
v/s Ratio Prot								0.25			c0.30	
v/s Ratio Perm		0.03		c0.14	0.09	0.07				0.15		
v/c Ratio		0.09		0.52	0.31	0.27		0.47		0.28	0.58	
Uniform Delay, d1		12.2		13.8	13.0	12.8		6.7		5.9	7.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.3	0.5	0.4		0.9		2.6	1.3	
Delay (s)		12.3		15.1	13.5	13.2		7.6		8.5	8.5	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		12.3			14.0			7.6			8.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

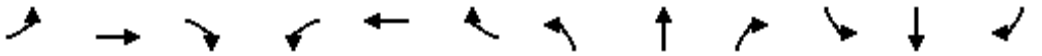
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	646	0	100	980	104	27	559	61	0	1432	75
Future Volume (veh/h)	0	646	0	100	980	104	27	559	61	0	1432	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	702	0	109	1065	113	29	608	66	0	1557	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1369	0	137	1802	780	115	2592	639	0	2057	626
Arrive On Green	0.00	0.77	0.00	0.08	0.51	0.51	0.40	0.40	0.40	0.00	0.40	0.40
Sat Flow, veh/h	0	3741	0	1781	3554	1538	306	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	702	0	109	1065	113	29	608	66	0	1557	82
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1538	306	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	7.5	0.0	6.0	21.1	3.9	9.0	6.2	2.6	0.0	26.2	3.3
Cycle Q Clear(g_c), s	0.0	7.5	0.0	6.0	21.1	3.9	35.2	6.2	2.6	0.0	26.2	3.3
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1369	0	137	1802	780	115	2592	639	0	2057	626
V/C Ratio(X)	0.00	0.51	0.00	0.80	0.59	0.14	0.25	0.23	0.10	0.00	0.76	0.13
Avail Cap(c_a), veh/h	0	1369	0	205	1802	780	131	2927	721	0	2323	706
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.00	0.80	0.80	0.80	1.00	1.00	1.00	0.00	0.85	0.85
Uniform Delay (d), s/veh	0.0	7.9	0.0	45.4	17.3	13.1	40.8	19.7	18.6	0.0	25.6	18.8
Incr Delay (d2), s/veh	0.0	1.1	0.0	9.8	1.1	0.3	1.1	0.0	0.1	0.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.0	3.0	8.5	1.4	0.7	2.3	1.0	0.0	10.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.0	0.0	55.2	18.5	13.4	41.9	19.7	18.7	0.0	26.8	18.9
LnGrp LOS	A	A	A	E	B	B	D	B	B	A	C	B
Approach Vol, veh/h		702			1287			703			1639	
Approach Delay, s/veh		9.0			21.2			20.5			26.4	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	43.0		44.8		55.2		44.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	29.0		45.5		45.0		45.5				
Max Q Clear Time (g_c+I1), s	8.0	9.5		37.2		23.1		28.2				
Green Ext Time (p_c), s	0.1	4.8		3.1		8.7		10.8				

Intersection Summary			
HCM 6th Ctrl Delay		21.1	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	813	20	37	1501	4	70	538	26	0	715	341
Future Volume (veh/h)	98	813	20	37	1501	4	70	538	26	0	715	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	107	884	22	40	1632	4	76	585	28	0	777	371
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	163	2635	65	325	2708	7	89	1358	65	0	691	329
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.05	0.40	0.40	0.00	0.60	0.60
Sat Flow, veh/h	307	5117	127	613	5258	13	1781	3439	164	0	2397	1096
Grp Volume(v), veh/h	107	588	318	40	1056	580	76	302	311	0	599	549
Grp Sat Flow(s),veh/h/ln	307	1702	1840	613	1702	1867	1781	1777	1827	0	1777	1622
Q Serve(g_s), s	29.7	10.1	10.1	4.1	21.8	21.8	4.2	12.4	12.4	0.0	30.0	30.0
Cycle Q Clear(g_c), s	51.5	10.1	10.1	14.2	21.8	21.8	4.2	12.4	12.4	0.0	30.0	30.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.09	0.00		0.68
Lane Grp Cap(c), veh/h	163	1753	948	325	1753	962	89	702	722	0	533	487
V/C Ratio(X)	0.66	0.34	0.34	0.12	0.60	0.60	0.85	0.43	0.43	0.00	1.12	1.13
Avail Cap(c_a), veh/h	163	1753	948	325	1753	962	89	702	722	0	533	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.45	0.45	0.45	1.00	1.00	1.00	0.00	0.77	0.77
Uniform Delay (d), s/veh	37.4	14.2	14.2	18.4	17.1	17.1	47.1	22.0	22.1	0.0	20.0	20.0
Incr Delay (d2), s/veh	9.2	0.1	0.2	0.1	0.3	0.5	51.0	1.9	1.9	0.0	73.4	76.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.8	4.1	0.6	8.2	9.0	3.1	5.4	5.6	0.0	18.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	14.3	14.4	18.5	17.3	17.5	98.2	24.0	23.9	0.0	93.4	96.6
LnGrp LOS	D	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		1013			1676			689			1148	
Approach Delay, s/veh		17.8			17.4			32.1			94.9	
Approach LOS		B			B			C			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		56.0	9.5	34.5		56.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		39.0		51.5	5.0	29.5		51.5				
Max Q Clear Time (g_c+I1), s		14.4		53.5	6.2	32.0		23.8				
Green Ext Time (p_c), s		3.9		0.0	0.0	0.0		14.7				

Intersection Summary												
HCM 6th Ctrl Delay			39.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	762	148	0	1280	494	0	686	0	195	1071	3
Future Volume (veh/h)	0	762	148	0	1280	494	0	686	0	195	1071	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	828	161	0	1391	537	0	746	0	212	1164	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1913	369	0	1622	617	0	1791	0	247	2430	6
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.28	0.00	0.14	0.46	0.46
Sat Flow, veh/h	0	4440	824	0	3790	1378	0	6958	0	1781	5258	14
Grp Volume(v), veh/h	0	658	331	0	1306	622	0	746	0	212	754	413
Grp Sat Flow(s),veh/h/ln	0	1702	1692	0	1702	1596	0	1609	0	1781	1702	1868
Q Serve(g_s), s	0.0	13.2	13.4	0.0	34.4	35.2	0.0	9.5	0.0	11.6	15.3	15.3
Cycle Q Clear(g_c), s	0.0	13.2	13.4	0.0	34.4	35.2	0.0	9.5	0.0	11.6	15.3	15.3
Prop In Lane	0.00		0.49	0.00		0.86	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1524	758	0	1524	715	0	1791	0	247	1573	863
V/C Ratio(X)	0.00	0.43	0.44	0.00	0.86	0.87	0.00	0.42	0.00	0.86	0.48	0.48
Avail Cap(c_a), veh/h	0	1583	787	0	1583	742	0	1791	0	347	1573	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	1.00	1.00	0.00	0.97	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	18.9	0.0	24.7	25.0	0.0	29.5	0.0	42.1	18.6	18.6
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	4.8	10.6	0.0	0.7	0.0	14.0	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	5.2	0.0	14.2	14.8	0.0	3.7	0.0	6.0	6.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.1	19.3	0.0	29.5	35.6	0.0	30.1	0.0	56.0	19.6	20.5
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	B	C
Approach Vol, veh/h		989			1928			746			1379	
Approach Delay, s/veh		19.2			31.5			30.1			25.5	
Approach LOS		B			C			C			C	

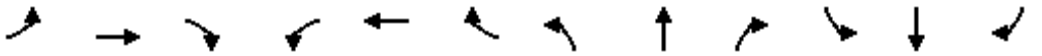
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.7		49.3	18.4	32.3		49.3				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		44.0		46.5	19.5	20.0		46.5				
Max Q Clear Time (g_c+I1), s		17.3		15.4	13.6	11.5		37.2				
Green Ext Time (p_c), s		9.1		7.9	0.3	3.3		7.5				

Intersection Summary												
HCM 6th Ctrl Delay			27.2									
HCM 6th LOS			C									

EXISTING PM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020



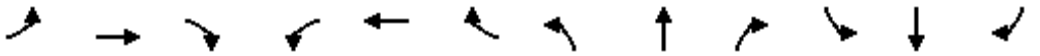
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1155	177	67	712	195	137	621	57	179	1047	184
Future Volume (veh/h)	162	1155	177	67	712	195	137	621	57	179	1047	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	1255	192	73	774	212	149	675	62	195	1138	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	1063	421	214	987	387	252	930	85	139	1012	540
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1407	1781	3554	1394	1781	3264	299	1781	3554	1460
Grp Volume(v), veh/h	176	1255	192	73	774	212	149	367	370	195	1138	200
Grp Sat Flow(s),veh/h/ln	1781	1777	1407	1781	1777	1394	1781	1777	1787	1781	1777	1460
Q Serve(g_s), s	4.5	19.1	7.1	1.8	12.9	8.3	3.7	11.9	12.0	5.0	18.2	6.5
Cycle Q Clear(g_c), s	4.5	19.1	7.1	1.8	12.9	8.3	3.7	11.9	12.0	5.0	18.2	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	295	1063	421	214	987	387	252	506	509	139	1012	540
V/C Ratio(X)	0.60	1.18	0.46	0.34	0.78	0.55	0.59	0.73	0.73	1.40	1.12	0.37
Avail Cap(c_a), veh/h	295	1063	421	252	999	392	252	506	509	139	1012	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	22.4	18.2	17.2	21.3	19.7	16.8	20.6	20.6	29.5	22.9	15.0
Incr Delay (d2), s/veh	3.3	91.4	0.8	0.9	4.1	1.6	3.4	8.1	8.1	218.0	69.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	20.7	2.2	0.7	5.5	2.7	1.6	5.7	5.7	10.5	16.6	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	113.8	19.0	18.2	25.5	21.3	20.1	28.7	28.8	247.5	91.8	17.0
LnGrp LOS	B	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1623			1059			886			1533	
Approach Delay, s/veh		92.4			24.1			27.3			101.9	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.7	8.1	23.6	9.5	22.7	9.5	22.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	14.0	3.8	21.1	5.7	20.2	6.5	14.9
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	222	18	124	0	64	0	680	85	287	1133	0
Future Volume (vph)	8	222	18	124	0	64	0	680	85	287	1133	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1596	1478		3480		1751	3539	
Flt Permitted		0.99		0.53	0.61	1.00		1.00		0.31	1.00	
Satd. Flow (perm)		1826		945	1018	1478		3480		571	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	241	20	135	0	70	0	739	92	312	1232	0
RTOR Reduction (vph)	0	8	0	0	27	47	0	16	0	0	0	0
Lane Group Flow (vph)	0	262	0	70	45	16	0	815	0	312	1232	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.6		11.6	11.6	11.6		24.4		24.4	24.4	
Effective Green, g (s)		11.6		11.6	11.6	11.6		24.4		24.4	24.4	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		470		243	262	380		1886		309	1918	
v/s Ratio Prot								0.23			0.35	
v/s Ratio Perm		c0.14		0.07	0.04	0.01				c0.55		
v/c Ratio		0.56		0.29	0.17	0.04		0.43		1.01	0.64	
Uniform Delay, d1		14.5		13.4	13.0	12.5		6.2		10.3	7.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.4		0.7	0.3	0.0		0.7		53.7	1.7	
Delay (s)		15.9		14.0	13.3	12.6		6.9		64.0	8.9	
Level of Service		B		B	B	B		A		E	A	
Approach Delay (s)		15.9			13.3			6.9			20.0	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

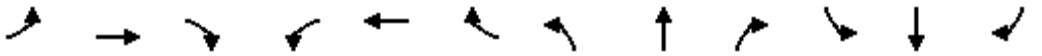
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↰	↑↑	↱	↰	↑↑↑↑	↱		↑↑↑	↱
Traffic Volume (veh/h)	0	609	0	221	962	54	22	891	45	0	697	118
Future Volume (veh/h)	0	609	0	221	962	54	22	891	45	0	697	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	662	0	240	1046	59	24	968	49	0	758	128
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1695	0	279	2411	1048	127	1490	367	0	1183	357
Arrive On Green	0.00	0.95	0.00	0.16	0.68	0.68	0.23	0.23	0.23	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	626	6434	1585	0	5274	1543
Grp Volume(v), veh/h	0	662	0	240	1046	59	24	968	49	0	758	128
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	626	1609	1585	0	1702	1543
Q Serve(g_s), s	0.0	1.4	0.0	13.1	13.4	1.3	3.6	13.6	2.5	0.0	14.4	7.9
Cycle Q Clear(g_c), s	0.0	1.4	0.0	13.1	13.4	1.3	18.1	13.6	2.5	0.0	14.4	7.9
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1695	0	279	2411	1048	127	1490	367	0	1183	357
V/C Ratio(X)	0.00	0.39	0.00	0.86	0.43	0.06	0.19	0.65	0.13	0.00	0.64	0.36
Avail Cap(c_a), veh/h	0	1695	0	472	2411	1048	141	1641	404	0	1302	393
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.91	0.00	0.74	0.74	0.74	1.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	1.2	0.0	41.1	7.3	5.4	43.3	34.7	30.5	0.0	42.1	39.1
Incr Delay (d2), s/veh	0.0	0.6	0.0	6.2	0.4	0.1	0.7	0.8	0.2	0.0	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	6.2	4.6	0.4	0.6	5.3	1.0	0.0	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.9	0.0	47.3	7.8	5.5	44.0	35.5	30.6	0.0	43.1	39.7
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		662			1345			1041			886	
Approach Delay, s/veh		1.9			14.7			35.5			42.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.1	52.2		27.7		72.3		27.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	15.1	3.4		20.1		15.4		16.4				
Green Ext Time (p_c), s	0.5	5.1		3.1		10.3		3.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.3	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	1414	16	64	1040	4	31	509	69	2	820	225
Future Volume (veh/h)	92	1414	16	64	1040	4	31	509	69	2	820	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	0.98		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1537	17	70	1130	4	34	553	75	2	891	245
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	2263	25	138	2284	8	54	1482	200	36	1059	290
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.80	0.80	0.80
Sat Flow, veh/h	496	5203	58	332	5251	19	1781	3119	421	1	2651	726
Grp Volume(v), veh/h	100	1006	548	70	732	402	34	314	314	629	0	509
Grp Sat Flow(s),veh/h/ln	496	1702	1856	332	1702	1866	1781	1777	1764	1869	0	1509
Q Serve(g_s), s	18.2	23.7	23.7	19.8	15.5	15.5	1.9	11.3	11.4	0.0	0.0	20.9
Cycle Q Clear(g_c), s	33.7	23.7	23.7	43.5	15.5	15.5	1.9	11.3	11.4	20.6	0.0	20.9
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.48
Lane Grp Cap(c), veh/h	211	1481	807	138	1481	812	54	844	838	783	0	603
V/C Ratio(X)	0.47	0.68	0.68	0.51	0.49	0.49	0.62	0.37	0.37	0.80	0.00	0.84
Avail Cap(c_a), veh/h	211	1481	807	138	1481	812	89	844	838	783	0	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	32.5	22.7	22.7	40.7	20.3	20.3	47.9	16.7	16.8	8.1	0.0	8.1
Incr Delay (d2), s/veh	1.7	1.3	2.3	2.3	0.2	0.4	11.2	1.3	1.3	7.9	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.4	10.5	1.8	6.0	6.6	1.0	4.8	4.8	5.0	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	23.9	25.0	43.0	20.5	20.7	59.1	18.0	18.0	16.0	0.0	20.7
LnGrp LOS	C	C	C	D	C	C	E	B	B	B	A	C
Approach Vol, veh/h		1654			1204			662			1138	
Approach Delay, s/veh		24.9			21.9			20.1			18.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.0		48.0	7.6	44.4		48.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	5.0	37.5		43.5				
Max Q Clear Time (g_c+I1), s		13.4		35.7	3.9	22.9		45.5				
Green Ext Time (p_c), s		4.3		5.9	0.0	6.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1248	250	0	968	215	0	1111	0	99	593	2
Future Volume (veh/h)	0	1248	250	0	968	215	0	1111	0	99	593	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1357	272	0	1052	234	0	1208	0	108	645	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1716	343	0	1685	374	0	2469	0	136	2656	8
Arrive On Green	0.00	0.13	0.13	0.00	0.40	0.40	0.00	0.38	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4408	849	0	4333	925	0	6958	0	1781	5255	16
Grp Volume(v), veh/h	0	1089	540	0	860	426	0	1208	0	108	418	229
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1686	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	31.0	31.0	0.0	20.1	20.2	0.0	14.2	0.0	6.0	6.9	6.9
Cycle Q Clear(g_c), s	0.0	31.0	31.0	0.0	20.1	20.2	0.0	14.2	0.0	6.0	6.9	6.9
Prop In Lane	0.00		0.50	0.00		0.55	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1377	682	0	1377	682	0	2469	0	136	1720	944
V/C Ratio(X)	0.00	0.79	0.79	0.00	0.62	0.63	0.00	0.49	0.00	0.79	0.24	0.24
Avail Cap(c_a), veh/h	0	1481	733	0	1481	733	0	2469	0	240	1720	944
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	1.00	1.00	0.00	0.70	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.2	39.2	0.0	23.7	23.7	0.0	23.4	0.0	45.4	13.9	13.9
Incr Delay (d2), s/veh	0.0	1.8	3.6	0.0	0.7	1.5	0.0	0.5	0.0	9.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.4	14.6	0.0	8.0	8.1	0.0	5.4	0.0	3.0	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.0	42.8	0.0	24.5	25.2	0.0	23.9	0.0	55.2	14.3	14.6
LnGrp LOS	A	D	D	A	C	C	A	C	A	E	B	B
Approach Vol, veh/h		1629			1286			1208			755	
Approach Delay, s/veh		41.6			24.7			23.9			20.2	
Approach LOS		D			C			C			C	

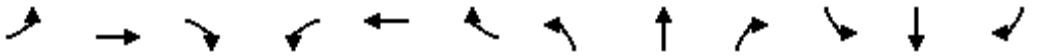
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0	12.2	42.9		45.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		8.9		33.0	8.0	16.2		22.2				
Green Ext Time (p_c), s		4.7		7.4	0.1	6.8		9.5				

Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									

EXISTING + PROJECT PM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020



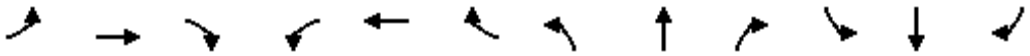
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	1155	185	67	712	195	142	627	59	179	1056	184
Future Volume (veh/h)	162	1155	185	67	712	195	142	627	59	179	1056	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	1255	201	73	774	212	154	682	64	195	1148	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	1063	421	214	987	387	252	928	87	139	1012	540
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1407	1781	3554	1394	1781	3257	305	1781	3554	1460
Grp Volume(v), veh/h	176	1255	201	73	774	212	154	372	374	195	1148	200
Grp Sat Flow(s),veh/h/ln	1781	1777	1407	1781	1777	1394	1781	1777	1785	1781	1777	1460
Q Serve(g_s), s	4.5	19.1	7.5	1.8	12.9	8.3	3.9	12.1	12.1	5.0	18.2	6.5
Cycle Q Clear(g_c), s	4.5	19.1	7.5	1.8	12.9	8.3	3.9	12.1	12.1	5.0	18.2	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	295	1063	421	214	987	387	252	506	508	139	1012	540
V/C Ratio(X)	0.60	1.18	0.48	0.34	0.78	0.55	0.61	0.73	0.74	1.40	1.13	0.37
Avail Cap(c_a), veh/h	295	1063	421	252	999	392	252	506	508	139	1012	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	22.4	18.3	17.2	21.3	19.7	16.8	20.7	20.7	29.5	22.9	15.0
Incr Delay (d2), s/veh	3.3	91.4	0.8	0.9	4.1	1.6	4.0	8.4	8.5	218.0	72.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	20.7	2.3	0.7	5.5	2.7	1.7	5.8	5.8	10.5	17.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	113.8	19.2	18.2	25.5	21.3	20.8	29.1	29.2	247.5	95.7	17.0
LnGrp LOS	B	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1632			1059			900			1543	
Approach Delay, s/veh		92.0			24.1			27.7			104.7	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.7	8.1	23.6	9.5	22.7	9.5	22.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	14.1	3.8	21.1	5.9	20.2	6.5	14.9
Green Ext Time (p_c), s	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	222	18	131	0	71	0	687	85	305	1133	0
Future Volume (vph)	8	222	18	131	0	71	0	687	85	305	1133	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.98	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1594	1478		3481		1751	3539	
Flt Permitted		0.99		0.53	0.60	1.00		1.00		0.31	1.00	
Satd. Flow (perm)		1826		945	1004	1478		3481		564	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	241	20	142	0	77	0	747	92	332	1232	0
RTOR Reduction (vph)	0	8	0	0	27	51	0	16	0	0	0	0
Lane Group Flow (vph)	0	262	0	74	49	18	0	823	0	332	1232	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		11.6		11.6	11.6	11.6		24.4		24.4	24.4	
Effective Green, g (s)		11.6		11.6	11.6	11.6		24.4		24.4	24.4	
Actuated g/C Ratio		0.26		0.26	0.26	0.26		0.54		0.54	0.54	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		470		243	258	380		1887		305	1918	
v/s Ratio Prot								0.24			0.35	
v/s Ratio Perm		c0.14		0.08	0.05	0.01				c0.59		
v/c Ratio		0.56		0.30	0.19	0.05		0.44		1.09	0.64	
Uniform Delay, d1		14.5		13.5	13.0	12.5		6.2		10.3	7.2	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.4		0.7	0.4	0.1		0.7		77.3	1.7	
Delay (s)		15.9		14.2	13.4	12.6		6.9		87.6	8.9	
Level of Service		B		B	B	B		A		F	A	
Approach Delay (s)		15.9			13.4			6.9			25.6	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

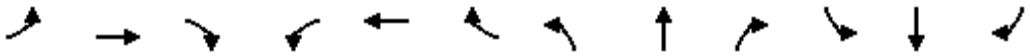
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	623	0	226	971	54	22	891	45	0	697	125
Future Volume (veh/h)	0	623	0	226	971	54	22	891	45	0	697	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	677	0	246	1055	59	24	968	49	0	758	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1683	0	285	2410	1048	126	1491	367	0	1183	358
Arrive On Green	0.00	0.95	0.00	0.16	0.68	0.68	0.23	0.23	0.23	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	622	6434	1585	0	5274	1543
Grp Volume(v), veh/h	0	677	0	246	1055	59	24	968	49	0	758	136
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	622	1609	1585	0	1702	1543
Q Serve(g_s), s	0.0	1.6	0.0	13.5	13.6	1.3	3.7	13.6	2.5	0.0	14.4	8.4
Cycle Q Clear(g_c), s	0.0	1.6	0.0	13.5	13.6	1.3	18.1	13.6	2.5	0.0	14.4	8.4
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1683	0	285	2410	1048	126	1491	367	0	1183	358
V/C Ratio(X)	0.00	0.40	0.00	0.86	0.44	0.06	0.19	0.65	0.13	0.00	0.64	0.38
Avail Cap(c_a), veh/h	0	1683	0	472	2410	1048	141	1641	404	0	1302	393
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.90	0.00	0.74	0.74	0.74	1.00	1.00	1.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	0.0	1.4	0.0	41.0	7.4	5.4	43.3	34.7	30.5	0.0	42.1	39.3
Incr Delay (d2), s/veh	0.0	0.6	0.0	6.7	0.4	0.1	0.7	0.8	0.2	0.0	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	6.4	4.7	0.4	0.6	5.3	1.0	0.0	6.7	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.1	0.0	47.7	7.8	5.5	44.0	35.5	30.6	0.0	43.0	40.0
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		677			1360			1041			894	
Approach Delay, s/veh		2.1			14.9			35.5			42.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.5	51.8		27.7		72.3		27.7				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	15.5	3.6		20.1		15.6		16.4				
Green Ext Time (p_c), s	0.5	5.2		3.1		10.5		3.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.3	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1414	16	64	1040	4	31	516	69	2	825	229
Future Volume (veh/h)	99	1414	16	64	1040	4	31	516	69	2	825	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	0.98		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	1537	17	70	1130	4	34	561	75	2	897	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	2263	25	138	2284	8	54	1485	198	36	1056	292
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.80	0.80	0.80
Sat Flow, veh/h	496	5203	58	332	5251	19	1781	3125	416	1	2645	731
Grp Volume(v), veh/h	108	1006	548	70	732	402	34	318	318	634	0	514
Grp Sat Flow(s),veh/h/ln	496	1702	1856	332	1702	1866	1781	1777	1765	1869	0	1508
Q Serve(g_s), s	20.1	23.7	23.7	19.8	15.5	15.5	1.9	11.4	11.5	0.0	0.0	21.5
Cycle Q Clear(g_c), s	35.5	23.7	23.7	43.5	15.5	15.5	1.9	11.4	11.5	21.2	0.0	21.5
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.24	0.00		0.48
Lane Grp Cap(c), veh/h	211	1481	807	138	1481	812	54	844	838	783	0	602
V/C Ratio(X)	0.51	0.68	0.68	0.51	0.49	0.49	0.62	0.38	0.38	0.81	0.00	0.85
Avail Cap(c_a), veh/h	211	1481	807	138	1481	812	89	844	838	783	0	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	33.1	22.7	22.7	40.7	20.3	20.3	47.9	16.8	16.8	8.2	0.0	8.2
Incr Delay (d2), s/veh	2.1	1.3	2.3	2.3	0.2	0.4	11.2	1.3	1.3	8.2	0.0	13.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.4	10.5	1.8	6.0	6.6	1.0	4.8	4.8	5.1	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	23.9	25.0	43.0	20.5	20.7	59.1	18.1	18.1	16.3	0.0	21.3
LnGrp LOS	D	C	C	D	C	C	E	B	B	B	A	C
Approach Vol, veh/h		1662			1204			670			1148	
Approach Delay, s/veh		25.0			21.9			20.2			18.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		52.0		48.0	7.6	44.4		48.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	5.0	37.5		43.5				
Max Q Clear Time (g_c+I1), s		13.5		37.5	3.9	23.5		45.5				
Green Ext Time (p_c), s		4.4		4.7	0.0	6.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1248	250	0	968	219	0	1116	0	99	596	2
Future Volume (veh/h)	0	1248	250	0	968	219	0	1116	0	99	596	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1357	272	0	1052	238	0	1213	0	108	648	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1716	343	0	1679	379	0	2469	0	136	2656	8
Arrive On Green	0.00	0.13	0.13	0.00	0.40	0.40	0.00	0.38	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4408	849	0	4318	938	0	6958	0	1781	5255	16
Grp Volume(v), veh/h	0	1089	540	0	863	427	0	1213	0	108	420	230
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1684	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	31.0	31.0	0.0	20.2	20.2	0.0	14.3	0.0	6.0	7.0	7.0
Cycle Q Clear(g_c), s	0.0	31.0	31.0	0.0	20.2	20.2	0.0	14.3	0.0	6.0	7.0	7.0
Prop In Lane	0.00		0.50	0.00		0.56	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1377	682	0	1377	681	0	2469	0	136	1720	944
V/C Ratio(X)	0.00	0.79	0.79	0.00	0.63	0.63	0.00	0.49	0.00	0.79	0.24	0.24
Avail Cap(c_a), veh/h	0	1481	733	0	1481	732	0	2469	0	240	1720	944
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	1.00	1.00	0.00	0.69	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.2	39.2	0.0	23.7	23.8	0.0	23.4	0.0	45.4	14.0	14.0
Incr Delay (d2), s/veh	0.0	1.8	3.6	0.0	0.8	1.5	0.0	0.5	0.0	9.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.4	14.6	0.0	8.0	8.1	0.0	5.4	0.0	3.0	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.0	42.8	0.0	24.5	25.3	0.0	23.9	0.0	55.2	14.3	14.6
LnGrp LOS	A	D	D	A	C	C	A	C	A	E	B	B
Approach Vol, veh/h		1629			1290			1213			758	
Approach Delay, s/veh		41.6			24.8			23.9			20.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0	12.2	42.9		45.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.0		33.0	8.0	16.3		22.2				
Green Ext Time (p_c), s		4.7		7.4	0.1	6.8		9.5				

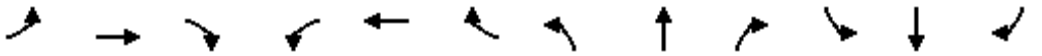
Intersection Summary												
HCM 6th Ctrl Delay			29.4									
HCM 6th LOS			C									

FUTURE HCS WORKSHEETS

WITHOUT PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020



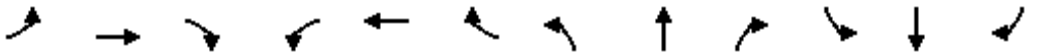
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	632	80	102	1347	192	182	813	65	121	1120	295
Future Volume (veh/h)	112	632	80	102	1347	192	182	813	65	121	1120	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.98		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	687	87	111	1464	209	198	884	71	132	1217	321
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1009	397	309	999	393	252	957	77	139	1029	534
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1399	1781	3554	1396	1781	3308	266	1781	3554	1461
Grp Volume(v), veh/h	122	687	87	111	1464	209	198	475	480	132	1217	321
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1781	1777	1396	1781	1777	1796	1781	1777	1461
Q Serve(g_s), s	3.1	11.0	3.0	2.8	18.0	8.1	5.0	16.6	16.6	4.7	18.5	11.5
Cycle Q Clear(g_c), s	3.1	11.0	3.0	2.8	18.0	8.1	5.0	16.6	16.6	4.7	18.5	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	237	1009	397	309	999	393	252	514	520	139	1029	534
V/C Ratio(X)	0.51	0.68	0.22	0.36	1.46	0.53	0.79	0.92	0.92	0.95	1.18	0.60
Avail Cap(c_a), veh/h	252	1009	397	328	999	393	252	514	520	139	1029	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.3	17.5	15.6	23.0	19.4	17.2	22.0	22.0	29.4	22.7	16.8
Incr Delay (d2), s/veh	1.7	1.9	0.3	0.7	214.7	1.4	13.3	22.1	21.9	60.6	92.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.5	0.9	1.1	36.7	2.6	2.8	9.5	9.6	4.3	20.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	22.2	17.8	16.3	237.7	20.8	30.5	44.1	44.0	90.0	115.2	21.8
LnGrp LOS	B	C	B	B	F	C	C	D	D	F	F	C
Approach Vol, veh/h		896			1784			1153			1670	
Approach Delay, s/veh		21.3			198.5			41.7			95.3	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.0	8.8	22.7	9.5	23.0	9.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.7	18.6	4.8	13.0	7.0	20.5	5.1	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	105.5
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	23	0	230	0	262	0	807	106	65	1077	0
Future Volume (vph)	21	23	0	230	0	262	0	807	106	65	1077	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.91	0.85		0.98		1.00	1.00	
Flt Protected		0.98		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1817		1681	1493	1478		3478		1756	3539	
Flt Permitted		0.83		0.73	0.87	1.00		1.00		0.24	1.00	
Satd. Flow (perm)		1540		1284	1321	1478		3478		439	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	25	0	250	0	285	0	877	115	71	1171	0
RTOR Reduction (vph)	0	0	0	0	42	42	0	18	0	0	0	0
Lane Group Flow (vph)	0	48	0	182	137	132	0	974	0	71	1171	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.3		12.3	12.3	12.3		23.7		23.7	23.7	
Effective Green, g (s)		12.3		12.3	12.3	12.3		23.7		23.7	23.7	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		420		350	361	403		1831		231	1863	
v/s Ratio Prot								0.28			c0.33	
v/s Ratio Perm		0.03		c0.14	0.10	0.09				0.16		
v/c Ratio		0.11		0.52	0.38	0.33		0.53		0.31	0.63	
Uniform Delay, d1		12.3		13.8	13.3	13.0		7.0		6.0	7.5	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.4	0.7	0.5		1.1		3.4	1.6	
Delay (s)		12.4		15.2	13.9	13.5		8.1		9.4	9.2	
Level of Service		B		B	B	B		A		A	A	
Approach Delay (s)		12.4			14.2			8.1			9.2	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

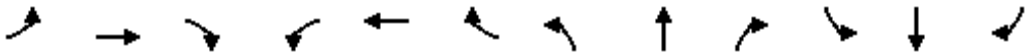
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	720	0	115	1040	110	30	586	63	0	1496	97
Future Volume (veh/h)	0	720	0	115	1040	110	30	586	63	0	1496	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	783	0	125	1130	120	33	637	68	0	1626	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1274	0	155	1743	754	114	2700	665	0	2143	652
Arrive On Green	0.00	0.72	0.00	0.09	0.49	0.49	0.42	0.42	0.42	0.00	0.42	0.42
Sat Flow, veh/h	0	3741	0	1781	3554	1537	280	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	783	0	125	1130	120	33	637	68	0	1626	105
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1537	280	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	11.1	0.0	6.9	23.8	4.3	11.4	6.4	2.6	0.0	27.1	4.2
Cycle Q Clear(g_c), s	0.0	11.1	0.0	6.9	23.8	4.3	38.5	6.4	2.6	0.0	27.1	4.2
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1274	0	155	1743	754	114	2700	665	0	2143	652
V/C Ratio(X)	0.00	0.61	0.00	0.81	0.65	0.16	0.29	0.24	0.10	0.00	0.76	0.16
Avail Cap(c_a), veh/h	0	1274	0	205	1743	754	118	2799	689	0	2221	676
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.00	0.75	0.75	0.75	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	0.0	10.6	0.0	44.8	19.0	14.1	41.1	18.7	17.6	0.0	24.7	18.1
Incr Delay (d2), s/veh	0.0	1.6	0.0	12.5	1.4	0.3	1.4	0.0	0.1	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	3.6	9.7	1.5	0.8	2.3	1.0	0.0	10.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.3	0.0	57.3	20.5	14.4	42.5	18.7	17.7	0.0	26.0	18.2
LnGrp LOS	A	B	A	E	C	B	D	B	B	A	C	B
Approach Vol, veh/h		783			1375			738			1731	
Approach Delay, s/veh		12.3			23.3			19.7			25.5	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.2	40.4		46.5		53.5		46.5				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	11.5	31.0		43.5		47.0		43.5				
Max Q Clear Time (g_c+I1), s	8.9	13.1		40.5		25.8		29.1				
Green Ext Time (p_c), s	0.1	5.2		1.5		9.2		9.9				

Intersection Summary			
HCM 6th Ctrl Delay		21.7	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	860	21	39	1575	4	73	602	27	0	762	360
Future Volume (veh/h)	107	860	21	39	1575	4	73	602	27	0	762	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	116	935	23	42	1712	4	79	654	29	0	828	391
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	156	2687	66	317	2761	6	89	1329	59	0	671	315
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.38	0.38	0.00	0.58	0.58
Sat Flow, veh/h	284	5119	126	584	5259	12	1781	3453	153	0	2408	1086
Grp Volume(v), veh/h	116	621	337	42	1108	608	79	336	347	0	634	585
Grp Sat Flow(s),veh/h/ln	284	1702	1840	584	1702	1867	1781	1777	1829	0	1777	1624
Q Serve(g_s), s	29.6	10.6	10.6	4.5	22.9	22.9	4.4	14.4	14.4	0.0	29.0	29.0
Cycle Q Clear(g_c), s	52.5	10.6	10.6	15.1	22.9	22.9	4.4	14.4	14.4	0.0	29.0	29.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.08	0.00		0.67
Lane Grp Cap(c), veh/h	156	1787	966	317	1787	980	89	684	704	0	515	471
V/C Ratio(X)	0.74	0.35	0.35	0.13	0.62	0.62	0.89	0.49	0.49	0.00	1.23	1.24
Avail Cap(c_a), veh/h	156	1787	966	317	1787	980	89	684	704	0	515	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.00	0.74	0.74
Uniform Delay (d), s/veh	39.3	13.8	13.8	18.2	16.7	16.7	47.2	23.3	23.3	0.0	21.0	21.0
Incr Delay (d2), s/veh	17.4	0.1	0.2	0.1	0.3	0.5	59.9	2.5	2.5	0.0	116.3	121.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.9	4.3	0.6	8.5	9.4	3.4	6.4	6.5	0.0	23.9	22.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	13.9	14.0	18.3	17.0	17.2	107.1	25.8	25.8	0.0	137.3	142.7
LnGrp LOS	E	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		1074			1758			762			1219	
Approach Delay, s/veh		18.6			17.1			34.2			139.9	
Approach LOS		B			B			C			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		57.0	9.5	33.5		57.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0		52.5	5.0	28.5		52.5				
Max Q Clear Time (g_c+I1), s		16.4		54.5	6.4	31.0		24.9				
Green Ext Time (p_c), s		4.3		0.0	0.0	0.0		15.5				

Intersection Summary												
HCM 6th Ctrl Delay			51.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	799	164	0	1361	518	0	722	0	207	1128	4
Future Volume (veh/h)	0	799	164	0	1361	518	0	722	0	207	1128	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	868	178	0	1479	563	0	785	0	225	1226	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1962	400	0	1693	631	0	1642	0	259	2342	8
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46	0.00	0.26	0.00	0.15	0.45	0.45
Sat Flow, veh/h	0	4396	861	0	3815	1358	0	6958	0	1781	5254	17
Grp Volume(v), veh/h	0	698	348	0	1379	663	0	785	0	225	794	436
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1601	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	13.8	14.0	0.0	36.5	37.9	0.0	10.4	0.0	12.4	16.9	16.9
Cycle Q Clear(g_c), s	0.0	13.8	14.0	0.0	36.5	37.9	0.0	10.4	0.0	12.4	16.9	16.9
Prop In Lane	0.00		0.51	0.00		0.85	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1580	782	0	1580	743	0	1642	0	259	1518	832
V/C Ratio(X)	0.00	0.44	0.45	0.00	0.87	0.89	0.00	0.48	0.00	0.87	0.52	0.52
Avail Cap(c_a), veh/h	0	1617	800	0	1617	760	0	1642	0	330	1518	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.00	1.00	1.00	0.00	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.1	18.1	0.0	24.1	24.5	0.0	31.6	0.0	41.8	20.0	20.0
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	5.5	12.8	0.0	1.0	0.0	17.6	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	5.3	0.0	15.1	16.2	0.0	4.1	0.0	6.6	6.8	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.5	0.0	29.6	37.3	0.0	32.6	0.0	59.4	21.3	22.4
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	C	C
Approach Vol, veh/h		1046			2042			785			1455	
Approach Delay, s/veh		18.3			32.1			32.6			27.5	
Approach LOS		B			C			C			C	

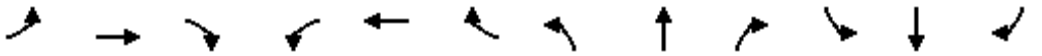
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.1		50.9	19.1	30.0		50.9				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		47.5	18.5	20.0		47.5				
Max Q Clear Time (g_c+I1), s		18.9		16.0	14.4	12.4		39.9				
Green Ext Time (p_c), s		9.3		8.5	0.2	3.2		6.5				

Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

WITH PROJECT AM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	632	85	102	1347	192	191	823	69	121	1125	295
Future Volume (veh/h)	112	632	85	102	1347	192	191	823	69	121	1125	295
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.88	0.98		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	687	92	111	1464	209	208	895	75	132	1223	321
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1009	397	308	999	393	252	954	80	139	1029	534
Arrive On Green	0.07	0.28	0.28	0.07	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1399	1781	3554	1396	1781	3294	276	1781	3554	1461
Grp Volume(v), veh/h	122	687	92	111	1464	209	208	483	487	132	1223	321
Grp Sat Flow(s),veh/h/ln	1781	1777	1399	1781	1777	1396	1781	1777	1794	1781	1777	1461
Q Serve(g_s), s	3.1	11.0	3.2	2.8	18.0	8.1	5.0	17.0	17.0	4.7	18.5	11.5
Cycle Q Clear(g_c), s	3.1	11.0	3.2	2.8	18.0	8.1	5.0	17.0	17.0	4.7	18.5	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	237	1009	397	308	999	393	252	514	519	139	1029	534
V/C Ratio(X)	0.51	0.68	0.23	0.36	1.46	0.53	0.83	0.94	0.94	0.95	1.19	0.60
Avail Cap(c_a), veh/h	252	1009	397	328	999	393	252	514	519	139	1029	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.3	17.6	15.6	23.0	19.4	17.9	22.2	22.2	29.4	22.7	16.8
Incr Delay (d2), s/veh	1.7	1.9	0.3	0.7	214.7	1.4	17.3	24.2	24.1	60.6	94.9	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.5	1.0	1.1	36.7	2.6	3.2	9.9	10.0	4.3	20.6	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	22.2	17.9	16.3	237.7	20.8	35.2	46.4	46.3	90.0	117.7	21.8
LnGrp LOS	B	C	B	B	F	C	D	D	D	F	F	C
Approach Vol, veh/h		901			1784			1178			1676	
Approach Delay, s/veh		21.3			198.5			44.4			97.1	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.0	8.8	22.7	9.5	23.0	9.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.7	19.0	4.8	13.0	7.0	20.5	5.1	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	106.2
HCM 6th LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	23	0	241	0	273	0	818	106	78	1077	0
Future Volume (vph)	21	23	0	241	0	273	0	818	106	78	1077	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	0.99	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		1.00		1.00	0.91	0.85		0.98		1.00	1.00	
Flt Protected		0.98		0.95	0.98	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1817		1681	1493	1478		3478		1756	3539	
Flt Permitted		0.83		0.73	0.87	1.00		1.00		0.23	1.00	
Satd. Flow (perm)		1538		1284	1320	1478		3478		428	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	25	0	262	0	297	0	889	115	85	1171	0
RTOR Reduction (vph)	0	0	0	0	40	40	0	18	0	0	0	0
Lane Group Flow (vph)	0	48	0	191	147	141	0	986	0	85	1171	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.5		12.5	12.5	12.5		23.5		23.5	23.5	
Effective Green, g (s)		12.5		12.5	12.5	12.5		23.5		23.5	23.5	
Actuated g/C Ratio		0.28		0.28	0.28	0.28		0.52		0.52	0.52	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		427		356	366	410		1816		223	1848	
v/s Ratio Prot								0.28			c0.33	
v/s Ratio Perm		0.03		c0.15	0.11	0.10				0.20		
v/c Ratio		0.11		0.54	0.40	0.34		0.54		0.38	0.63	
Uniform Delay, d1		12.1		13.8	13.2	13.0		7.2		6.4	7.7	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		0.1		1.6	0.7	0.5		1.2		4.9	1.7	
Delay (s)		12.2		15.3	13.9	13.5		8.3		11.3	9.3	
Level of Service		B		B	B	B		A		B	A	
Approach Delay (s)		12.2			14.3			8.3			9.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

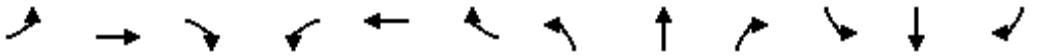
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	728	0	122	1053	110	30	586	63	0	1496	101
Future Volume (veh/h)	0	728	0	122	1053	110	30	586	63	0	1496	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	791	0	133	1145	120	33	637	68	0	1626	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1281	0	164	1767	764	111	2656	654	0	2108	641
Arrive On Green	0.00	0.72	0.00	0.09	0.50	0.50	0.41	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	3741	0	1781	3554	1537	279	6434	1585	0	5274	1553
Grp Volume(v), veh/h	0	791	0	133	1145	120	33	637	68	0	1626	110
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1537	279	1609	1585	0	1702	1553
Q Serve(g_s), s	0.0	11.2	0.0	7.3	23.9	4.3	11.6	6.5	2.6	0.0	27.4	4.5
Cycle Q Clear(g_c), s	0.0	11.2	0.0	7.3	23.9	4.3	39.0	6.5	2.6	0.0	27.4	4.5
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1281	0	164	1767	764	111	2656	654	0	2108	641
V/C Ratio(X)	0.00	0.62	0.00	0.81	0.65	0.16	0.30	0.24	0.10	0.00	0.77	0.17
Avail Cap(c_a), veh/h	0	1281	0	223	1767	764	111	2670	658	0	2119	645
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.70	0.00	0.75	0.75	0.75	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	0.0	10.5	0.0	44.6	18.6	13.7	42.1	19.1	18.0	0.0	25.3	18.6
Incr Delay (d2), s/veh	0.0	1.6	0.0	11.6	1.4	0.3	1.5	0.0	0.1	0.0	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	3.7	9.7	1.5	0.8	2.4	1.0	0.0	11.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.1	0.0	56.2	20.0	14.0	43.6	19.2	18.1	0.0	26.8	18.7
LnGrp LOS	A	B	A	E	C	B	D	B	B	A	C	B
Approach Vol, veh/h		791			1398			738			1736	
Approach Delay, s/veh		12.1			23.0			20.2			26.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.7	40.5		45.8		54.2		45.8				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	12.5	32.0		41.5		49.0		41.5				
Max Q Clear Time (g_c+I1), s	9.3	13.2		41.0		25.9		29.4				
Green Ext Time (p_c), s	0.1	5.4		0.3		9.7		8.6				

Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	860	21	39	1575	4	73	606	27	0	769	366
Future Volume (veh/h)	111	860	21	39	1575	4	73	606	27	0	769	366
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.93	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	121	935	23	42	1712	4	79	659	29	0	836	398
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	156	2687	66	317	2761	6	89	1330	58	0	669	316
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.05	0.38	0.38	0.00	0.58	0.58
Sat Flow, veh/h	284	5119	126	584	5259	12	1781	3455	152	0	2402	1091
Grp Volume(v), veh/h	121	621	337	42	1108	608	79	339	349	0	642	592
Grp Sat Flow(s),veh/h/ln	284	1702	1840	584	1702	1867	1781	1777	1830	0	1777	1622
Q Serve(g_s), s	29.6	10.6	10.6	4.5	22.9	22.9	4.4	14.5	14.5	0.0	29.0	29.0
Cycle Q Clear(g_c), s	52.5	10.6	10.6	15.1	22.9	22.9	4.4	14.5	14.5	0.0	29.0	29.0
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.08	0.00		0.67
Lane Grp Cap(c), veh/h	156	1787	966	317	1787	980	89	684	704	0	515	470
V/C Ratio(X)	0.78	0.35	0.35	0.13	0.62	0.62	0.89	0.50	0.50	0.00	1.25	1.26
Avail Cap(c_a), veh/h	156	1787	966	317	1787	980	89	684	704	0	515	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.40	0.40	0.40	1.00	1.00	1.00	0.00	0.75	0.75
Uniform Delay (d), s/veh	39.7	13.8	13.8	18.2	16.7	16.7	47.2	23.4	23.4	0.0	21.0	21.0
Incr Delay (d2), s/veh	21.4	0.1	0.2	0.1	0.3	0.5	59.9	2.6	2.5	0.0	122.7	128.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.9	4.3	0.6	8.5	9.4	3.4	6.4	6.6	0.0	24.8	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.1	13.9	14.0	18.3	17.0	17.2	107.1	25.9	25.9	0.0	143.7	149.7
LnGrp LOS	E	B	B	B	B	B	F	C	C	A	F	F
Approach Vol, veh/h		1079			1758			767			1234	
Approach Delay, s/veh		19.2			17.1			34.3			146.6	
Approach LOS		B			B			C			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		43.0		57.0	9.5	33.5		57.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0		52.5	5.0	28.5		52.5				
Max Q Clear Time (g_c+I1), s		16.5		54.5	6.4	31.0		24.9				
Green Ext Time (p_c), s		4.3		0.0	0.0	0.0		15.5				

Intersection Summary												
HCM 6th Ctrl Delay			53.3									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	799	164	0	1361	521	0	729	0	207	1129	4
Future Volume (veh/h)	0	799	164	0	1361	521	0	729	0	207	1129	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	868	178	0	1479	566	0	792	0	225	1227	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1964	400	0	1691	633	0	1640	0	259	2341	8
Arrive On Green	0.00	0.46	0.46	0.00	0.46	0.46	0.00	0.25	0.00	0.15	0.45	0.45
Sat Flow, veh/h	0	4396	861	0	3809	1363	0	6958	0	1781	5254	17
Grp Volume(v), veh/h	0	698	348	0	1381	664	0	792	0	225	795	436
Grp Sat Flow(s),veh/h/ln	0	1702	1685	0	1702	1600	0	1609	0	1781	1702	1867
Q Serve(g_s), s	0.0	13.8	13.9	0.0	36.5	38.0	0.0	10.5	0.0	12.4	16.9	16.9
Cycle Q Clear(g_c), s	0.0	13.8	13.9	0.0	36.5	38.0	0.0	10.5	0.0	12.4	16.9	16.9
Prop In Lane	0.00		0.51	0.00		0.85	0.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	1581	783	0	1581	743	0	1640	0	259	1517	832
V/C Ratio(X)	0.00	0.44	0.44	0.00	0.87	0.89	0.00	0.48	0.00	0.87	0.52	0.52
Avail Cap(c_a), veh/h	0	1617	800	0	1617	760	0	1640	0	330	1517	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.94	0.00	1.00	1.00	0.00	0.96	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.0	18.1	0.0	24.1	24.5	0.0	31.7	0.0	41.8	20.1	20.1
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	5.5	12.9	0.0	1.0	0.0	17.6	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.3	5.3	0.0	15.1	16.3	0.0	4.1	0.0	6.6	6.8	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.4	0.0	29.6	37.4	0.0	32.6	0.0	59.4	21.4	22.4
LnGrp LOS	A	B	B	A	C	D	A	C	A	E	C	C
Approach Vol, veh/h		1046			2045			792			1456	
Approach Delay, s/veh		18.3			32.2			32.6			27.5	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		49.1		50.9	19.1	30.0		50.9				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0		47.5	18.5	20.0		47.5				
Max Q Clear Time (g_c+I1), s		18.9		15.9	14.4	12.5		40.0				
Green Ext Time (p_c), s		9.3		8.5	0.2	3.2		6.4				

Intersection Summary												
HCM 6th Ctrl Delay			28.3									
HCM 6th LOS			C									

PM PEAK HOUR WITHOUT PROJECT

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1233	184	82	785	231	147	661	65	200	1147	218
Future Volume (veh/h)	174	1233	184	82	785	231	147	661	65	200	1147	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.89	1.00		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1340	200	89	853	251	160	718	71	217	1247	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	1052	416	223	995	391	252	915	90	139	1004	536
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1406	1781	3554	1396	1781	3238	320	1781	3554	1459
Grp Volume(v), veh/h	189	1340	200	89	853	251	160	394	395	217	1247	237
Grp Sat Flow(s),veh/h/ln	1781	1777	1406	1781	1777	1396	1781	1777	1781	1781	1777	1459
Q Serve(g_s), s	4.9	18.9	7.5	2.2	14.6	10.1	4.0	13.1	13.1	5.0	18.1	7.9
Cycle Q Clear(g_c), s	4.9	18.9	7.5	2.2	14.6	10.1	4.0	13.1	13.1	5.0	18.1	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	278	1052	416	223	995	391	252	502	503	139	1004	536
V/C Ratio(X)	0.68	1.27	0.48	0.40	0.86	0.64	0.64	0.78	0.79	1.56	1.24	0.44
Avail Cap(c_a), veh/h	278	1052	416	252	999	393	252	502	503	139	1004	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	22.5	18.5	17.1	21.8	20.2	16.9	21.2	21.2	29.5	23.0	15.6
Incr Delay (d2), s/veh	6.5	130.8	0.9	1.2	7.5	3.5	4.7	10.6	10.6	283.7	117.4	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	26.3	2.3	0.9	6.6	3.4	1.8	6.5	6.5	13.0	23.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	153.3	19.4	18.2	29.3	23.8	21.6	31.7	31.8	313.2	140.3	18.3
LnGrp LOS	C	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1729			1193			949			1701	
Approach Delay, s/veh		123.6			27.3			30.1			145.4	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.6	8.5	23.4	9.5	22.6	9.5	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	15.1	4.2	20.9	6.0	20.1	6.9	16.6
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	93.7
HCM 6th LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	232	19	146	0	67	0	730	91	299	1261	0
Future Volume (vph)	8	232	19	146	0	67	0	730	91	299	1261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1598	1478		3480		1753	3539	
Flt Permitted		0.99		0.52	0.58	1.00		1.00		0.28	1.00	
Satd. Flow (perm)		1827		925	961	1478		3480		517	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	252	21	159	0	73	0	793	99	325	1371	0
RTOR Reduction (vph)	0	7	0	0	26	48	0	17	0	0	0	0
Lane Group Flow (vph)	0	275	0	83	57	18	0	875	0	325	1371	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.0		12.0	12.0	12.0		24.0		24.0	24.0	
Effective Green, g (s)		12.0		12.0	12.0	12.0		24.0		24.0	24.0	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		487		246	256	394		1856		275	1887	
v/s Ratio Prot								0.25			0.39	
v/s Ratio Perm		c0.15		0.09	0.06	0.01				c0.63		
v/c Ratio		0.57		0.34	0.22	0.04		0.47		1.18	0.73	
Uniform Delay, d1		14.2		13.3	12.9	12.2		6.5		10.5	8.0	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.5		0.8	0.4	0.0		0.9		112.7	2.5	
Delay (s)		15.8		14.1	13.3	12.3		7.4		123.2	10.5	
Level of Service		B		B	B	B		A		F	B	
Approach Delay (s)		15.8			13.3			7.4			32.1	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

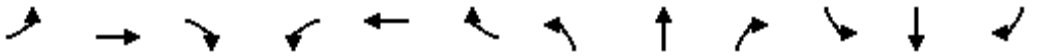
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	649	0	257	1070	59	24	929	47	0	732	132
Future Volume (veh/h)	0	649	0	257	1070	59	24	929	47	0	732	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	705	0	279	1163	64	26	1010	51	0	796	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1592	0	317	2385	1037	124	1537	379	0	1220	369
Arrive On Green	0.00	0.90	0.00	0.18	0.67	0.67	0.24	0.24	0.24	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	596	6434	1585	0	5274	1544
Grp Volume(v), veh/h	0	705	0	279	1163	64	26	1010	51	0	796	143
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	596	1609	1585	0	1702	1544
Q Serve(g_s), s	0.0	3.4	0.0	15.3	16.0	1.4	4.2	14.2	2.5	0.0	15.1	8.8
Cycle Q Clear(g_c), s	0.0	3.4	0.0	15.3	16.0	1.4	19.3	14.2	2.5	0.0	15.1	8.8
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1592	0	317	2385	1037	124	1537	379	0	1220	369
V/C Ratio(X)	0.00	0.44	0.00	0.88	0.49	0.06	0.21	0.66	0.13	0.00	0.65	0.39
Avail Cap(c_a), veh/h	0	1592	0	472	2385	1037	134	1641	404	0	1302	394
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.89	0.00	0.64	0.64	0.64	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	0.0	3.1	0.0	40.0	8.0	5.6	43.5	34.4	29.9	0.0	42.0	39.1
Incr Delay (d2), s/veh	0.0	0.8	0.0	8.2	0.5	0.1	0.8	0.9	0.2	0.0	1.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	7.3	5.5	0.4	0.6	5.6	1.0	0.0	7.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.9	0.0	48.3	8.5	5.7	44.4	35.2	30.1	0.0	43.1	39.8
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		705			1506			1087			939	
Approach Delay, s/veh		3.9			15.7			35.2			42.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.3	49.3		28.4		71.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	26.5	34.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	17.3	5.4		21.3		18.0		17.1				
Green Ext Time (p_c), s	0.6	5.4		2.6		12.1		3.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.7	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1487	17	67	1097	4	32	542	72	2	919	237
Future Volume (veh/h)	99	1487	17	67	1097	4	32	542	72	2	919	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.94	1.00		0.94	0.98		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	1616	18	73	1192	4	35	589	78	2	999	258
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	2107	23	114	2127	7	55	1581	209	36	1157	297
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.03	0.50	0.50	0.86	0.86	0.86
Sat Flow, veh/h	468	5202	58	307	5252	18	1781	3131	413	1	2699	691
Grp Volume(v), veh/h	108	1057	577	73	773	423	35	334	333	691	0	568
Grp Sat Flow(s),veh/h/ln	468	1702	1856	307	1702	1866	1781	1777	1767	1869	0	1522
Q Serve(g_s), s	23.0	26.8	26.8	13.7	17.5	17.5	1.9	11.4	11.5	0.0	0.0	20.9
Cycle Q Clear(g_c), s	40.5	26.8	26.8	40.5	17.5	17.5	1.9	11.4	11.5	20.1	0.0	20.9
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.23	0.00		0.45
Lane Grp Cap(c), veh/h	180	1379	752	114	1379	756	55	897	892	838	0	653
V/C Ratio(X)	0.60	0.77	0.77	0.64	0.56	0.56	0.63	0.37	0.37	0.83	0.00	0.87
Avail Cap(c_a), veh/h	180	1379	752	114	1379	756	89	897	892	838	0	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	0.88	0.00	0.88
Uniform Delay (d), s/veh	38.5	25.7	25.7	46.1	22.9	22.9	47.9	15.1	15.1	5.5	0.0	5.5
Incr Delay (d2), s/veh	5.5	2.7	4.8	8.7	0.4	0.7	11.3	1.2	1.2	8.1	0.0	13.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	11.0	12.4	2.1	6.9	7.6	1.0	4.8	4.8	4.3	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	28.3	30.5	54.7	23.3	23.6	59.2	16.3	16.3	13.6	0.0	18.8
LnGrp LOS	D	C	C	D	C	C	E	B	B	B	A	B
Approach Vol, veh/h		1742			1269			702			1259	
Approach Delay, s/veh		30.0			25.2			18.4			15.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0	7.6	47.4		45.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		50.0		40.5	5.0	40.5		40.5				
Max Q Clear Time (g_c+I1), s		13.5		42.5	3.9	22.9		42.5				
Green Ext Time (p_c), s		4.7		0.0	0.0	8.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1312	266	0	1015	234	0	1176	0	111	639	5
Future Volume (veh/h)	0	1312	266	0	1015	234	0	1176	0	111	639	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1426	289	0	1103	254	0	1278	0	121	695	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1753	354	0	1712	394	0	2355	0	151	2593	19
Arrive On Green	0.00	0.14	0.14	0.00	0.41	0.41	0.00	0.37	0.00	0.08	0.50	0.50
Sat Flow, veh/h	0	4401	856	0	4302	951	0	6958	0	1781	5230	38
Grp Volume(v), veh/h	0	1146	569	0	908	449	0	1278	0	121	452	248
Grp Sat Flow(s),veh/h/ln	0	1702	1684	0	1702	1681	0	1609	0	1781	1702	1864
Q Serve(g_s), s	0.0	32.7	32.8	0.0	21.3	21.3	0.0	15.7	0.0	6.7	7.7	7.7
Cycle Q Clear(g_c), s	0.0	32.7	32.8	0.0	21.3	21.3	0.0	15.7	0.0	6.7	7.7	7.7
Prop In Lane	0.00		0.51	0.00		0.57	0.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	1410	697	0	1410	696	0	2355	0	151	1688	924
V/C Ratio(X)	0.00	0.81	0.82	0.00	0.64	0.64	0.00	0.54	0.00	0.80	0.27	0.27
Avail Cap(c_a), veh/h	0	1481	733	0	1481	731	0	2355	0	240	1688	924
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.51	0.51	0.00	1.00	1.00	0.00	0.67	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	39.4	39.5	0.0	23.4	23.4	0.0	25.1	0.0	44.9	14.7	14.7
Incr Delay (d2), s/veh	0.0	1.8	3.6	0.0	0.9	1.8	0.0	0.6	0.0	9.6	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.2	15.4	0.0	8.5	8.5	0.0	6.0	0.0	3.3	3.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.2	43.1	0.0	24.3	25.2	0.0	25.7	0.0	54.5	15.0	15.4
LnGrp LOS	A	D	D	A	C	C	A	C	A	D	B	B
Approach Vol, veh/h		1715			1357			1278			821	
Approach Delay, s/veh		41.8			24.6			25.7			21.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.1		45.9	13.0	41.1		45.9				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.7		34.8	8.7	17.7		23.3				
Green Ext Time (p_c), s		5.2		6.6	0.1	6.6		9.8				

Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									

WITH PROJECT PM PEAK HOUR

HCM 6th Signalized Intersection Summary
2: Wilshire Bd

12/07/2020

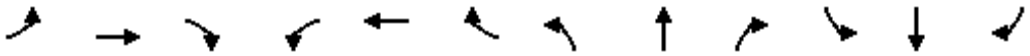
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1233	192	92	785	231	153	667	67	200	1156	218
Future Volume (veh/h)	174	1233	192	92	785	231	153	667	67	200	1156	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.89	0.99		0.88	1.00		0.92	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	1340	209	100	853	251	166	725	73	217	1257	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	1042	412	228	995	391	252	913	92	139	1004	536
Arrive On Green	0.08	0.29	0.29	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1404	1781	3554	1396	1781	3231	325	1781	3554	1459
Grp Volume(v), veh/h	189	1340	209	100	853	251	166	398	400	217	1257	237
Grp Sat Flow(s),veh/h/ln	1781	1777	1404	1781	1777	1396	1781	1777	1779	1781	1777	1459
Q Serve(g_s), s	4.9	18.8	7.9	2.5	14.6	10.1	4.2	13.3	13.3	5.0	18.1	7.9
Cycle Q Clear(g_c), s	4.9	18.8	7.9	2.5	14.6	10.1	4.2	13.3	13.3	5.0	18.1	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	278	1042	412	228	995	391	252	502	503	139	1004	536
V/C Ratio(X)	0.68	1.29	0.51	0.44	0.86	0.64	0.66	0.79	0.79	1.56	1.25	0.44
Avail Cap(c_a), veh/h	278	1042	412	252	999	393	252	502	503	139	1004	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	22.6	18.8	17.1	21.8	20.2	17.0	21.2	21.2	29.5	23.0	15.6
Incr Delay (d2), s/veh	6.5	136.2	1.0	1.3	7.5	3.5	5.6	11.1	11.1	283.7	121.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	26.8	2.5	1.0	6.6	3.4	1.9	6.6	6.7	13.0	23.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	158.8	19.8	18.4	29.3	23.8	22.6	32.3	32.4	313.2	144.6	18.3
LnGrp LOS	C	F	B	B	C	C	C	C	C	F	F	B
Approach Vol, veh/h		1738			1204			964			1711	
Approach Delay, s/veh		127.4			27.3			30.7			148.5	
Approach LOS		F			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	22.6	8.7	23.3	9.5	22.6	9.5	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	7.0	15.3	4.5	20.8	6.2	20.1	6.9	16.6
Green Ext Time (p_c), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	95.7
HCM 6th LOS	F

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	232	19	154	0	75	0	738	91	319	1261	0
Future Volume (vph)	8	232	19	154	0	75	0	738	91	319	1261	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Lane Util. Factor		1.00		0.95	0.91	0.95		0.95		1.00	0.95	
Frpb, ped/bikes		1.00		1.00	1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00		1.00		0.99	1.00	
Frt		0.99		1.00	0.99	0.85		0.98		1.00	1.00	
Flt Protected		1.00		0.95	0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1841		1681	1597	1478		3481		1753	3539	
Flt Permitted		0.99		0.52	0.57	1.00		1.00		0.28	1.00	
Satd. Flow (perm)		1827		925	944	1478		3481		510	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	252	21	167	0	82	0	802	99	347	1371	0
RTOR Reduction (vph)	0	7	0	0	26	54	0	16	0	0	0	0
Lane Group Flow (vph)	0	275	0	87	62	20	0	885	0	347	1371	0
Confl. Peds. (#/hr)	5					5				28		6
Confl. Bikes (#/hr)						2						6
Turn Type	Perm	NA		Perm	NA	Perm		NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8				6		
Actuated Green, G (s)		12.0		12.0	12.0	12.0		24.0		24.0	24.0	
Effective Green, g (s)		12.0		12.0	12.0	12.0		24.0		24.0	24.0	
Actuated g/C Ratio		0.27		0.27	0.27	0.27		0.53		0.53	0.53	
Clearance Time (s)		4.5		4.5	4.5	4.5		4.5		4.5	4.5	
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		487		246	251	394		1856		272	1887	
v/s Ratio Prot								0.25			0.39	
v/s Ratio Perm		c0.15		0.09	0.07	0.01				c0.68		
v/c Ratio		0.57		0.35	0.25	0.05		0.48		1.28	0.73	
Uniform Delay, d1		14.2		13.4	12.9	12.3		6.6		10.5	8.0	
Progression Factor		1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.5		0.9	0.5	0.1		0.9		149.5	2.5	
Delay (s)		15.8		14.2	13.5	12.3		7.5		160.0	10.5	
Level of Service		B		B	B	B		A		F	B	
Approach Delay (s)		15.8			13.4			7.5			40.7	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM 6th Signalized Intersection Summary
4: San Vicente Bd

12/07/2020

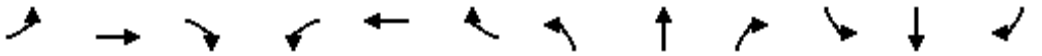
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑		↰	↑↑	↱	↰	↑↑↑↑	↱		↑↑↑	↱
Traffic Volume (veh/h)	0	663	0	262	1079	59	24	929	47	0	732	139
Future Volume (veh/h)	0	663	0	262	1079	59	24	929	47	0	732	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	0	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	721	0	285	1173	64	26	1010	51	0	796	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	2	2	2	2	2	2	0	2	2
Cap, veh/h	0	1578	0	324	2384	1036	124	1538	379	0	1221	369
Arrive On Green	0.00	0.89	0.00	0.18	0.67	0.67	0.24	0.24	0.24	0.00	0.08	0.08
Sat Flow, veh/h	0	3741	0	1781	3554	1545	592	6434	1585	0	5274	1544
Grp Volume(v), veh/h	0	721	0	285	1173	64	26	1010	51	0	796	151
Grp Sat Flow(s),veh/h/ln	0	1777	0	1781	1777	1545	592	1609	1585	0	1702	1544
Q Serve(g_s), s	0.0	3.8	0.0	15.6	16.2	1.4	4.2	14.2	2.5	0.0	15.1	9.3
Cycle Q Clear(g_c), s	0.0	3.8	0.0	15.6	16.2	1.4	19.3	14.2	2.5	0.0	15.1	9.3
Prop In Lane	0.00		0.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	1578	0	324	2384	1036	124	1538	379	0	1221	369
V/C Ratio(X)	0.00	0.46	0.00	0.88	0.49	0.06	0.21	0.66	0.13	0.00	0.65	0.41
Avail Cap(c_a), veh/h	0	1578	0	490	2384	1036	133	1641	404	0	1302	394
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	0.00	0.87	0.00	0.64	0.64	0.64	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	0.0	3.3	0.0	39.8	8.1	5.6	43.5	34.3	29.9	0.0	42.0	39.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	7.8	0.5	0.1	0.8	0.9	0.2	0.0	1.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	0.0	7.4	5.6	0.4	0.6	5.6	1.0	0.0	7.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.1	0.0	47.7	8.5	5.7	44.4	35.2	30.1	0.0	43.1	40.0
LnGrp LOS	A	A	A	D	A	A	D	D	C	A	D	D
Approach Vol, veh/h		721			1522			1087			947	
Approach Delay, s/veh		4.1			15.8			35.2			42.6	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.7	48.9		28.4		71.6		28.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	27.5	33.0		25.5		65.0		25.5				
Max Q Clear Time (g_c+I1), s	17.6	5.8		21.3		18.2		17.1				
Green Ext Time (p_c), s	0.6	5.5		2.6		12.2		3.8				

Intersection Summary			
HCM 6th Ctrl Delay		24.7	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
5: Fairfax Ave & Olympic Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1487	17	67	1097	4	32	542	72	0	924	241
Future Volume (veh/h)	106	1487	17	67	1097	4	32	542	72	0	924	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.94	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	115	1616	18	73	1192	4	35	589	78	0	1004	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	204	2315	26	132	2337	8	55	1455	192	0	1077	280
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.03	0.47	0.47	0.00	0.78	0.78
Sat Flow, veh/h	468	5202	58	307	5252	18	1781	3129	413	0	2864	719
Grp Volume(v), veh/h	115	1057	577	73	773	423	35	334	333	0	642	624
Grp Sat Flow(s),veh/h/ln	468	1702	1856	307	1702	1866	1781	1777	1765	0	1777	1713
Q Serve(g_s), s	23.4	25.0	25.0	19.5	16.3	16.3	1.9	12.4	12.5	0.0	29.0	29.8
Cycle Q Clear(g_c), s	39.7	25.0	25.0	44.5	16.3	16.3	1.9	12.4	12.5	0.0	29.0	29.8
Prop In Lane	1.00		0.03	1.00		0.01	1.00		0.23	0.00		0.42
Lane Grp Cap(c), veh/h	204	1515	826	132	1515	830	55	826	821	0	691	666
V/C Ratio(X)	0.56	0.70	0.70	0.55	0.51	0.51	0.63	0.40	0.41	0.00	0.93	0.94
Avail Cap(c_a), veh/h	204	1515	826	132	1515	830	89	826	821	0	691	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	0.00	0.87	0.87
Uniform Delay (d), s/veh	34.2	22.3	22.3	42.0	19.9	19.9	47.9	17.6	17.6	0.0	10.0	10.1
Incr Delay (d2), s/veh	3.5	1.4	2.6	3.7	0.2	0.4	11.3	1.5	1.5	0.0	18.7	20.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.9	11.1	2.0	6.3	6.9	1.0	5.2	5.3	0.0	7.4	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	23.8	24.9	45.7	20.1	20.3	59.2	19.1	19.1	0.0	28.7	30.4
LnGrp LOS	D	C	C	D	C	C	E	B	B	A	C	C
Approach Vol, veh/h		1749			1269			702			1266	
Approach Delay, s/veh		25.1			21.7			21.1			29.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		51.0		49.0	7.6	43.4		49.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		46.0		44.5	5.0	36.5		44.5				
Max Q Clear Time (g_c+I1), s		14.5		41.7	3.9	31.8		46.5				
Green Ext Time (p_c), s		4.6		2.4	0.0	3.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
17: San Vicente Bd

12/07/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1312	266	0	1015	238	0	1181	0	111	642	5
Future Volume (veh/h)	0	1312	266	0	1015	238	0	1181	0	111	642	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	0	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	0	1426	289	0	1103	259	0	1284	0	121	698	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	0	2	0	2	2	2
Cap, veh/h	0	1713	346	0	1666	391	0	2416	0	151	2643	19
Arrive On Green	0.00	0.40	0.40	0.00	0.40	0.40	0.00	0.38	0.00	0.08	0.51	0.51
Sat Flow, veh/h	0	4400	856	0	4284	966	0	6958	0	1781	5230	37
Grp Volume(v), veh/h	0	1146	569	0	912	450	0	1284	0	121	454	249
Grp Sat Flow(s),veh/h/ln	0	1702	1683	0	1702	1678	0	1609	0	1781	1702	1864
Q Serve(g_s), s	0.0	30.2	30.4	0.0	21.8	21.8	0.0	15.6	0.0	6.7	7.6	7.6
Cycle Q Clear(g_c), s	0.0	30.2	30.4	0.0	21.8	21.8	0.0	15.6	0.0	6.7	7.6	7.6
Prop In Lane	0.00		0.51	0.00		0.58	0.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	1378	681	0	1378	679	0	2416	0	151	1720	942
V/C Ratio(X)	0.00	0.83	0.83	0.00	0.66	0.66	0.00	0.53	0.00	0.80	0.26	0.26
Avail Cap(c_a), veh/h	0	1481	732	0	1481	730	0	2416	0	240	1720	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.62	0.62	0.00	1.00	1.00	0.00	0.67	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	26.7	26.8	0.0	24.2	24.2	0.0	24.4	0.0	44.9	14.1	14.1
Incr Delay (d2), s/veh	0.0	2.5	5.0	0.0	1.0	2.0	0.0	0.6	0.0	9.6	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.3	12.7	0.0	8.7	8.8	0.0	5.9	0.0	3.3	2.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.2	31.8	0.0	25.2	26.3	0.0	24.9	0.0	54.5	14.5	14.8
LnGrp LOS	A	C	C	A	C	C	A	C	A	D	B	B
Approach Vol, veh/h		1715			1362			1284			824	
Approach Delay, s/veh		30.1			25.6			24.9			20.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.0		45.0	13.0	42.1		45.0				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		47.0		43.5	13.5	29.0		43.5				
Max Q Clear Time (g_c+I1), s		9.6		32.4	8.7	17.6		23.8				
Green Ext Time (p_c), s		5.2		8.1	0.1	6.7		9.7				

Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

Appendix G-4

LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

800 – 840 S Fairfax Av
DOT Case No. CEN20-50727

Date: February 8, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 800 – 840 SOUTH FAIRFAX AVENUE (PAR-2019-6307-TOC)**

On February 25, 2020, the Department of Transportation (DOT) issued a traffic assessment letter to the Department of City Planning for the mixed-use development located at 800 – 840 South Fairfax Avenue, which was subject to a transportation analysis prepared by Overland Traffic Consultants, Inc. (OTC) dated December 2019. However, since the report was released, a supplemental transportation analysis dated February 1, 2021 was prepared and submitted by OTC. The supplemental analysis addresses the modified project and includes a freeway off-ramp evaluation and a vehicle miles traveled (VMT) analysis pursuant to the City of Los Angeles adoption of VMT as the criteria by which to determine transportation impacts under CEQA Senate Bill (SB) 743 and due to the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines. Please replace the previous DOT assessment report dated February 25, 2020, in its entirety, with this report, which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, dated February 1, 2021, for the proposed mixed-use project located at 800 – 840 South Fairfax Avenue in the Wilshire Community Plan Area and the Central Area Planning Commission. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes the development of 181 residential apartment units, 28 affordable apartment units, and 2,653 square feet of restaurant floor area. The existing lot is approximately 44,602 square feet and currently contains two apartment buildings (21 units and 19 units) and an existing 3,829 square foot restaurant/lounge (Tom Bergin's Tavern). Both apartment buildings and associated carport structure will be removed. However, Tom Bergin's Tavern will remain. Vehicular access to the project site will be provided via one driveway along Fairfax Avenue, south of 8th Street, and one driveway along 8th Street, east of Fairfax Avenue as illustrated in **Attachment A**. Parking for the Project will be provided within three parking levels. It is important to note that a valet loading area, within the site, has been proposed on the

ground level. In addition, an existing passenger loading zone near Tom Bergin's Tavern, on Fairfax Avenue, has been identified as well. A comparison between the previous project and the modified project can be seen below:

Land Use	Previous Project	Modified Project
Multi-Family Housing	181 units	181 units
Affordable Housing - Family	28 units	28 units
High-Turnover Sit-Down Restaurant	1,600 sf	2,653 sf
Fast-Food Restaurant	750 sf	-

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation included in the February 1, 2021 assessment identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation

assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by OTC, the project proposes to incorporate the TDM Strategies of including bike parking per LAMC and reduce parking supply. The proposed project is projected to have a Household VMT per capita of 4.4 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Vehicular access to the project site will be provided via one driveway along Fairfax Avenue, south of 8th Street, and one driveway along 8th Street, east of Fairfax Avenue. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Requirements

Per the transportation analysis, the applicant will implement the following TDM strategies as project design features:

- Reduce Parking Supply – The Project proposes to provide 239 parking spaces, which is less than the unadjusted LAMC requirement.

- Include Bike Parking per LAMC – The Project will provide 146 bicycle parking space on-site. Providing bicycle parking supports safe and comfortable bicycle travel to the project.

B. Non-CEQA Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and

ordinances, the applicant should be required to implement the following:

1. Parking Requirements
   The Project will provide 239 parking spaces (40 parking spaces for commercial use, which includes 23 replacement spaces for Tom Bergin's Tavern, and 199 parking spaces for residential units). The Project will also provide approximately 146 bicycle parking spaces (130 long-term and 16 short-term spaces). The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Fairfax Avenue** has been designated as an Avenue II which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way and **8th Street** has been designated as a Collector which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. Vehicular access to the project site will be provided via one driveway along Fairfax Avenue, south of 8th Street, and one driveway along 8th Street, east of Fairfax Avenue Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

4. Worksite Traffic Control Requirements
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements
   The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

   - Expand the reach and application of TDM strategies to more land uses and

neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020 if applicable. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

5. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan of my staff at (213) 972-4970.

Attachments

J:\Letters\2020\CEN20-50727_830-840 S Fairfax Av_mu.docx

c: Meg Greenfield, Council District 4
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood/Wilshire District, LADOT
Taimour Tanavoli, Case Management Office, DOT
Jerry Overland, Overland Traffic Consultants, Inc.

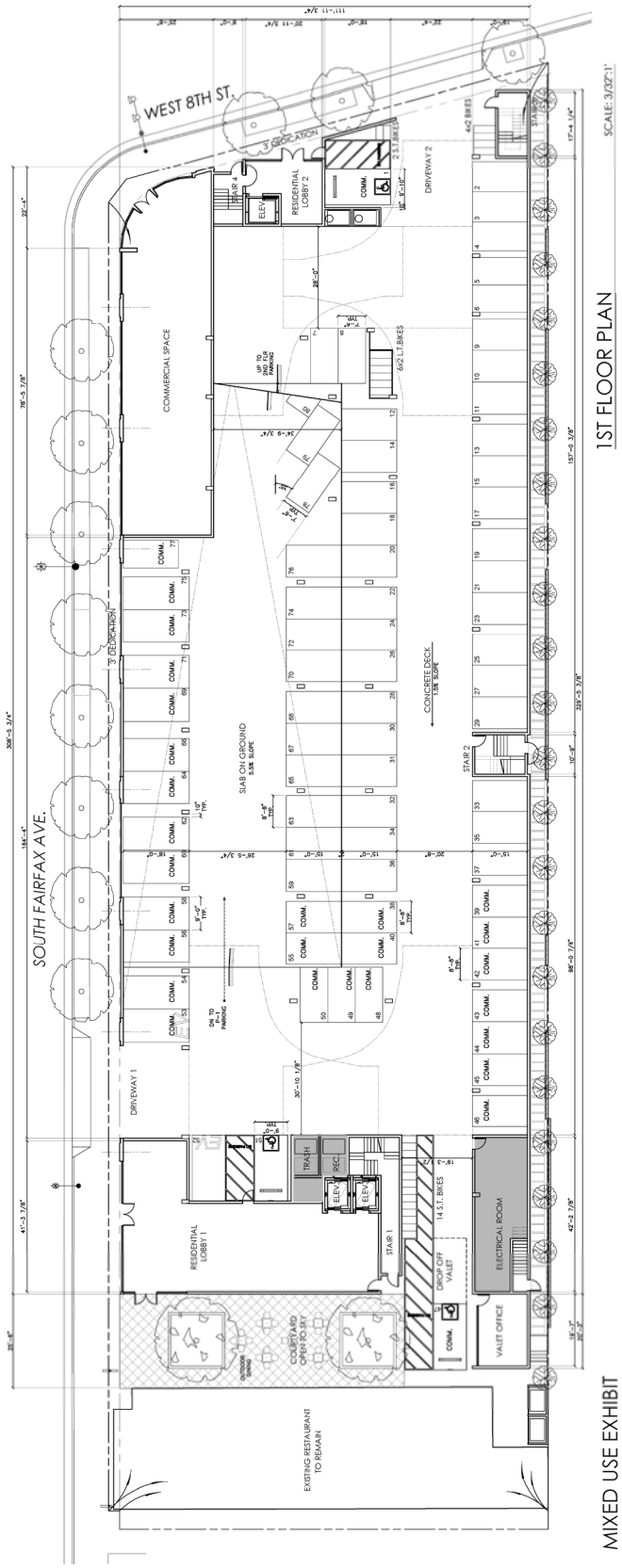


FIGURE 2a

12/2020

SITE PLAN
GROUND LEVEL

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

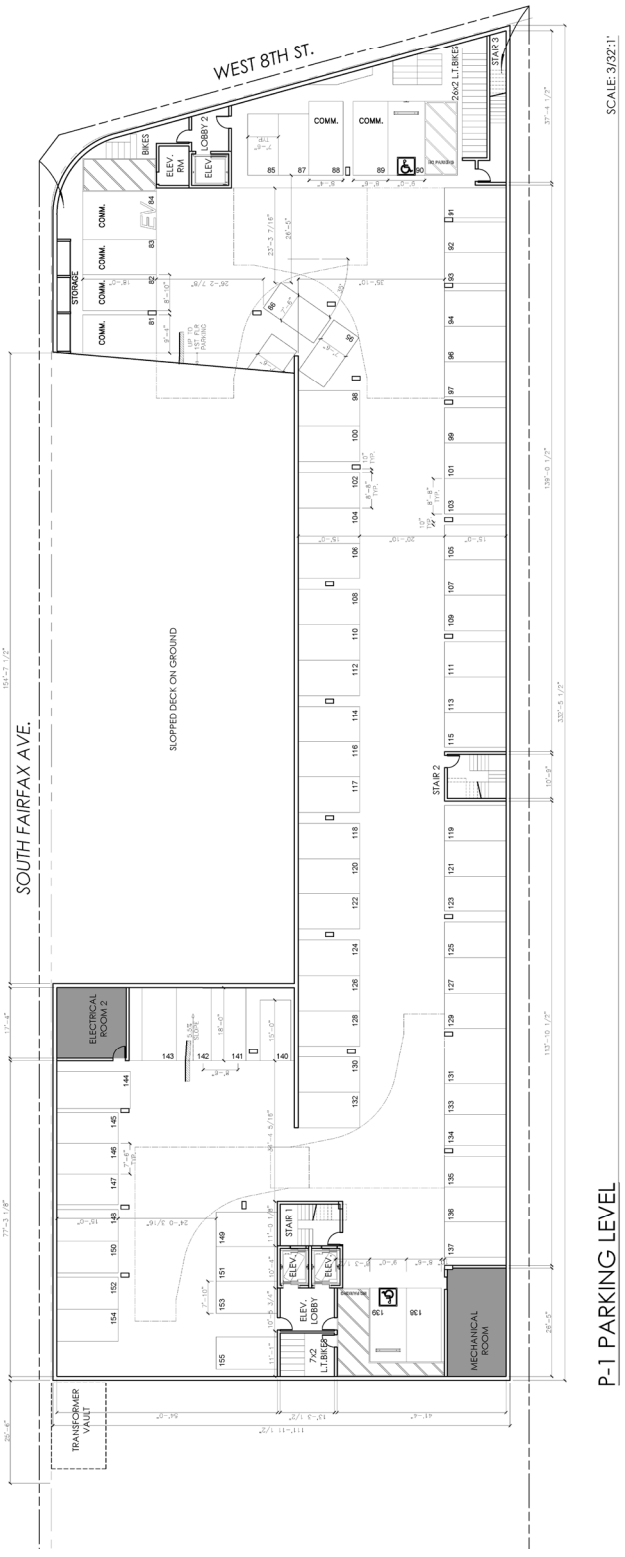


FIGURE 2b

12/2020

SITE PLAN
PARKING LEVEL P-1

Overland Traffic Consultants, Inc.
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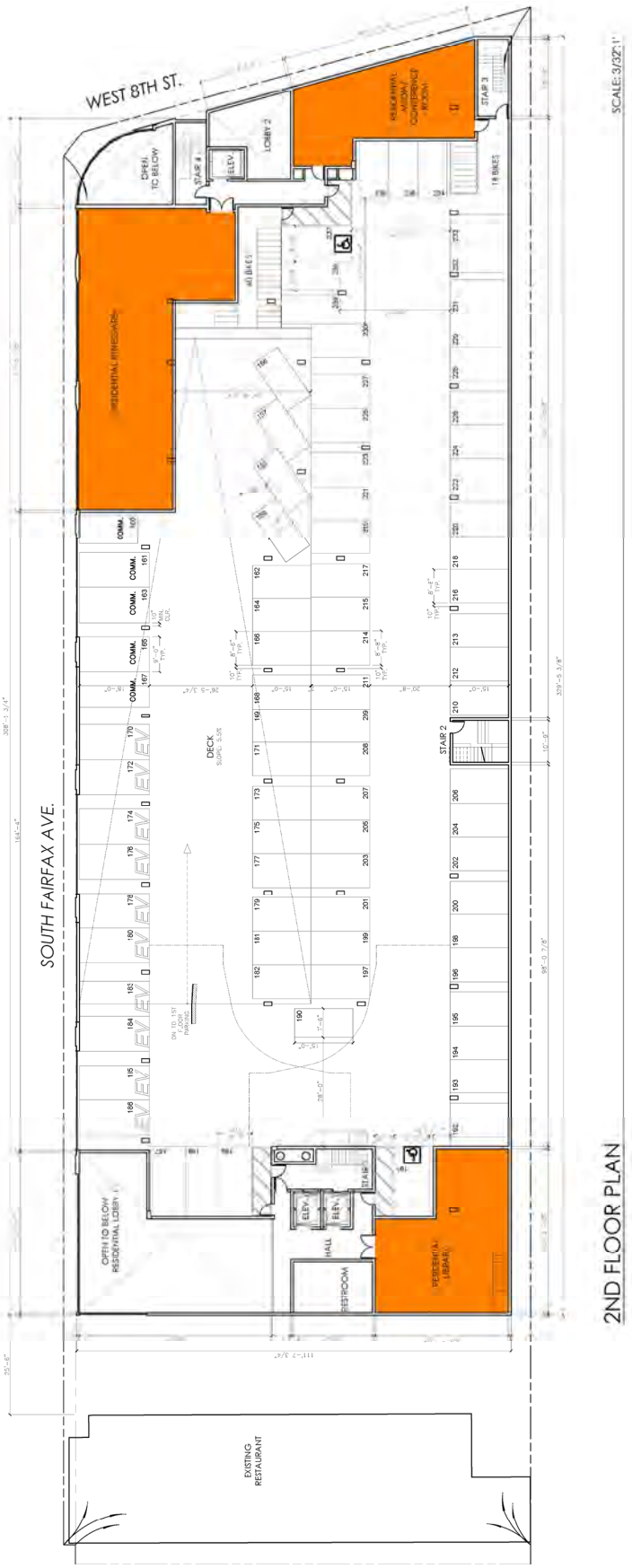


FIGURE 2c

12/2020

SITE PLAN
PARKING LEVEL 2

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl. #100, Manhattan Beach, CA 90266
(661) 799 - 8423, OTC@overlandtraffic.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

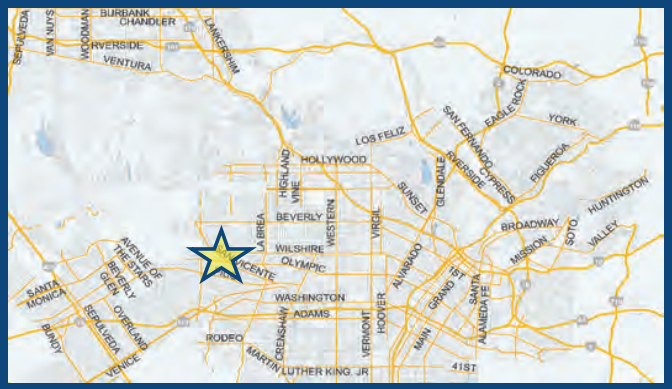
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 800 S. Fairfax Avenue

Scenario: December 2020 supplemental update

Address: 800 S FAIRFAX AVE, 90036



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	40	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	2.653	ksf
Housing | Multi-Family	181	DU
Housing | Affordable Housing - Family	28	DU
Retail | High-Turnover Sit-Down Restaurant	2.653	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
169 Daily Vehicle Trips	1,035 Daily Vehicle Trips
1,078 Daily VMT	6,803 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	866 Net Daily Trips
The net increase in daily VMT ≤ 0	5,725 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.653 ksf

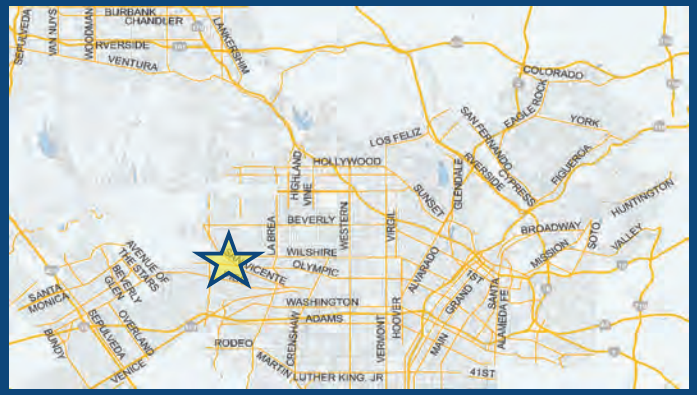
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 800 S. Fairfax Avenue
Scenario: December 2020 supplemental update
Address: 800 S FAIRFAX AVE, 90036



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	181	DU
Housing | Affordable Housing - Family	28	DU
Retail | High-Turnover Sit-Down Restaurant	2.653	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
930 Daily Vehicle Trips	**930** Daily Vehicle Trips
6,109 Daily VMT	**6,109** Daily VMT
4.4 Household VMT per Capita	**4.4** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

12/9/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	181	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	2.653	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

BLANK

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

Analysis Results			
Total Employees: 11 Total Population: 496			
Proposed Project		***With Mitigation***	
930	**Daily Vehicle Trips**	**930**	**Daily Vehicle Trips**
6,109	**Daily VMT**	**6,109**	**Daily VMT**
4.4	**Household VMT per Capita**	**4.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	296	296
		Actual parking provision (spaces)	239	239
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) ($)	$0.00	$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*
MAX. TDM EFFECT	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*	*10%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 9, 2020
Project Name: 800 S. Fairfax Avenue
Project Scenario: December 2020 supplemental update
Project Address: 800 S FAIRFAX AVE, 90036

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	186	-18.3%	152	6.2	1,153	942
Home Based Other Production	515	-40.8%	305	4.9	2,524	1,495
Non-Home Based Other Production	289	-5.9%	272	7.6	2,196	2,067
Home-Based Work Attraction	15	-53.3%	7	8.0	120	56
Home-Based Other Attraction	358	-44.4%	199	7.3	2,613	1,453
Non-Home Based Other Attraction	107	-6.5%	100	7.9	845	790

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-10.2%	137	846	-10.2%	137	846
Home Based Other Production	-10.2%	274	1,343	-10.2%	274	1,343
Non-Home Based Other Production	-10.2%	244	1,856	-10.2%	244	1,856
Home-Based Work Attraction	-10.2%	6	50	-10.2%	6	50
Home-Based Other Attraction	-10.2%	179	1,305	-10.2%	179	1,305
Non-Home Based Other Attraction	-10.2%	90	709	-10.2%	90	709

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 11
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,189**	**2,189**
Total Home Based Work Attraction VMT	**50**	**50**
Total Home Based VMT Per Capita	**4.4**	**4.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Overland Traffic Consultants, Inc.

Table 4
Traffic Conditions for Project Driveways

Intersection	Peak Hour	Future (2024) With Project Delay	LOS
Fairfax Avenue & Project Driveway	AM	18.4	C
	PM	17.4	C
8th Street & Project Driveway	AM	14.9	B
	PM	17.4	C

Table 5
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing Delay	Existing LOS	Existing + Project Delay	Existing + Project LOS
1	Fairfax Avenue & Wilshire Boulevard	AM	85.6	F	86.0	F
		PM	69.8	E	70.5	E
2	Fairfax Avenue & 8th Street / Del Valle Dr	AM	8.7	A	9.4	A
		PM	15.3	B	18.3	B
3	Fairfax Avenue & San Vicente Boulevard	AM	20.9	C	21.1	C
		PM	24.3	C	24.3	C
4	Fairfax Avenue & Olympic Boulevard	AM	34.6	C	39.4	D
		PM	21.8	C	21.9	C
5	Olympic Boulevard & San Vicente Boulevard	AM	27.2	C	27.2	C
		PM	29.4	C	29.4	C

Table 6
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2024) Without Project Delay	Future (2024) Without Project LOS	Future (2024) With Project Delay	Future (2024) With Project LOS
1	Fairfax Avenue & Wilshire Boulevard	AM	105.5	F	106.2	F
		PM	93.7	F	95.7	F
2	Fairfax Avenue & 8th Street / Del Valle Dr	AM	9.8	A	10.1	B
		PM	22.1	C	26.8	C
3	Fairfax Avenue & San Vicente Boulevard	AM	21.7	C	21.9	C
		PM	24.7	C	24.7	C
4	Fairfax Avenue & Olympic Boulevard	AM	51.2	D	53.3	D
		PM	23.6	C	24.8	C
5	Olympic Boulevard & San Vicente Boulevard	AM	28.2	C	28.3	C
		PM	30.0	C	26.1	C